

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 26.]

SATURDAY, JUNE 29, 1872.

[WHOLE No. 1,888, Vol. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Progress of Railway Construction in Arkansas	809
Chicago, Rock Island and Pacific Railroad	810
Railroads of Pennsylvania	812
Railroad Earnings	814
Commerce of New York	815
Federal and State Securities	817
Dividend and Interest Tables	816, 818
Railroad Share List	826
Stock Exchange and Money Market	833
New York and Long Island Bridge Co	835
Journal of Railroad Law	836
Logansport, Crawfordsville and Southwestern Railway	836
Atchison, Topeka and Santa Fe Railroad	836

American Railroad Journal.

New York, Saturday, June 29, 1872.

Baltimore and Ohio Railroad.

The two cases of the State against the Baltimore and Ohio Railroad Company, decided by the Court of Appeals, as published in the court report on Saturday, involved not only the gold claim of the State for dividends on the preferred stock, but also the claim of the State for the arrears of the one-fifth of the passenger receipts on the Washington Branch road, which amounted to some \$320,000.

The gold case being decided in favor of the railroad company, relieves it, as heretofore stated, of the payment of the \$285,000 claimed by the State as the difference between currency and gold, and establishes the fact that the company is only obligated to pay the dividends on the State preferred stock in currency. The other decision was in favor of the State, reaffirming the former decision of the Court of Appeals and the judgment of the Superior Court, in favor of the State's claim for arrears of its one-fifth of the passenger receipts on the Washington Branch road.—*Balt. Sun.*

Denver and Rio Grande Railway.

The Denver and Rio Grande Railway was completed to Pueblo, Col., on the 19th inst., the last rail having been laid at 7 P. M. Freight and passengers for New Mexico will now go by railroad via Denver to Pueblo, saving over one hundred miles of transportation by wagon or coach. Another hundred miles of the road southward will be soon under contract. Arrangements are being

perfected for its speedy completion to El Paso, where it will connect with a narrow gauge railroad to be built through the Mexican States of Chihuahua, Durango and Zacatecas to the City of Mexico, forming a continuous narrow gauge line of about two thousand miles.

JULY INVESTMENTS.

The Large Sales of Northern Pacific 7-30 Gold Bonds show their popularity with investors, and we recommend them to the public because of their ABSOLUTE SAFETY, both as a first-class Railroad Security and a Real Estate Mortgage on Lands worth twice the amount of the proposed Loan.

The Bonds have thirty years to run—payable, principal and interest, in Gold—exempt from United States Tax to the Holder—are a first and only mortgage on the Road and its earnings, and upon 50,000,000 acres of land—mainly agricultural, timbered and mineral.

The Bonds are issued in denominations of \$100 to \$10,000, Coupon and Registered, and are sold at par and interest in Currency.

The semi-annual Interest on the Registered Bonds, is paid with GOLD CHECKS, sent to the Post office address of the holder.

All marketable securities received in exchange.

Maps, pamphlets and full information will be furnished on application to Banks and Bankers, agents for the loan throughout the United States and Canada.

JAY COOKE & CO.,
New York, Philadelphia and
Washington.

Montana Territory.

A correspondent writes from Stevensville, Montana Territory, under date of June 18, that the weather in Montana is beautiful and warm, and that the rivers and mountain streams are rapidly rising in consequence of the melting snow from the Sierras. The grain crops are looking finely,

in fact everything betokens an abundant harvest and a prosperous season, which only needs, he adds, the rumble of the locomotives of the Northern Pacific Railroad through the Territory to render it complete.

Progress of Railway Construction in Arkansas.

Before the war Arkansas had only about forty miles of railroad in operation in the State. Now she has several important lines in an encouraging condition of progress, with prospects of an early completion. The Memphis and Little Rock Road (131 miles in length,) was finished about a year ago and is doing a handsome business. The Cairo and Fulton is graded over sixty miles, and forty miles of track laid from Little Rock, with the certainty of being finished by Fall to the point of intersection with the Iron Mountain Road, thus forming an unbroken line from Little Rock to St. Louis. The Little Rock and Fort Smith Road is in operation over 65 miles from Little Rock up the Arkansas Valley, and arrangements are now in progress for the completion of the entire line to Fort Smith by 1st of next January. The Arkansas Central is graded to a point several miles beyond the White river, and over twenty miles of track laid, with sufficient iron at Helena to lay forty miles more.

Having negotiated their first mortgage bonds in Europe, the company intend to push the work ahead with all possible despatch. When completed this will give Little Rock an important eastern connection with the rich agricultural districts of the White river region and the growing city of Helena.

The Little Rock, Pine Bluff and New Orleans Railroad is graded to Pine Bluff, a distance of 60 miles from the Mississippi river, and track-laying is now progressing at the rate of half a mile per day. Already thirty four miles have been laid and the iron purchased to secure its completion to Pine Bluff this Fall.

The Mississippi, Ouachita and Red River Railroad is graded about 70 miles west from the town of Chicot, and is in operation a distance of thirty-two miles, with trains running twice a day each way. The road is doing a good business, and during the last season an immense amount of cot-

ton passed over the road. The road will be completed to the Saline river in time for the Fall trade. There are other projected roads now being located, and it is safe to assume that in two or three years Arkansas will have from six to eight hundred miles of road in operation in different sections of the State.

Chicago, Rock Island and Pacific Railroad.

The income of this company for the years ending March 31, 1871, and 1872, was as follows:

	1871.	1872.
From passengers....	\$1,713,123 16	\$1,394,140 12
" freight.....	4,023 271 60	4,213,371 65
" mails.....	83,190 63	100,701 19
" express.....	83,543 70	89,033 81
" rents, etc.....	82,820 42	103,650 61
" inter't on loans, etc.....	42,337 78	221,000 61
	\$6,028,287 29	\$6,121,797 99
Expenses, viz:		
Salaries of agents and clerks.....	\$253,611 16	\$231,663 77
Books, printing and sta- tionery.....	43,349 82	48,145 95
Station house expenses	67,177 48	63,104 22
Labor handling freight, watchmen, etc.....	370,614 30	330,647 75
Conductors, baggage- men and brakemen..	130,066 84	153,992 90
Enginemen & firemen..	232,260 35	250,494 17
Fuel account.....	280,060 02	279,473 20
Oil, tallow and waste..	58,025 36	44,266 21
Loss and damage of goods and baggage..	13,387 93	8,195 93
Damage for injuries to persons.....	30,452 35	16,775 23
Exchange, interest and discount.....	1,312 77	.....
Contingent account...	88,623 47	74,006 33
Repairs of engines and tenders.....	199,701 21	135,531 72
Repairs of cars.....	351,854 04	319,601 95
Tools and machinery in shops.....	19,994 36	20,154 66
Repairs of roadway & track.....	470,735 51	426,910 07
Cost of iron for repairs and renewal of rails.	388,348 71	234,115 78
Repairs of fences and gates.....	17,640 10	18,049 66
Repairs of bridges and draws.....	76,981 56	57,368 03
Repairs of buildings & fixtures.....	56,048 59	102,488 84
Damages for cattle kill- ed or injured.....	30,542 87	14,109 24
Repairs of telegraph..	7,822 13	6,488 34
Car service account...	.....	8,622 63
	\$3,218,610 43	\$2,838,206 56
Legal expenses.....	24,884 43	25,049 84
Taxes on real estate..	133,117 11	87,006 44
U. S. Gov. tax.....	28,847 09	.....
	\$3,406,459 06	\$2,950,262 86

Net earnings.....\$2,622,828 23 \$3,171,535 13

From which deduct—

Rent of Peoria and Bureau Valley
Railroad.....\$125,000 00
Interest on bonds..... 609,175 00
Dividends, April and Oct.
1871, 4 per ct, each..1 439,708 00

2,173,883 00

Leaving a balance of..... \$997,652 13

Add balance of income account
March 31, 1871..... 2,719,377 89

Total, as in Balance Sheet.....\$3,717,930 02

Passenger earnings, as compared with the pre-
vious year, show a decrease of \$318,983 04, while
the earnings from freight increased \$190,100 05.

The gross income show an increase of \$93,510 70; with a decrease in expenditures of \$454,796 20—making the increase in net income \$548,706 90. The balance after payment of rent, interest and dividends, is \$47,041 65 more than at the close of the previous year. The report says:

During the fiscal year ending March 31st, 1872, the operations of your road have been conducted with a good degree of regularity and success, the road-bed and track have been maintained in excellent condition, the equipment has been largely increased, and its efficiency improved. No serious injury to passengers, or large loss of property by accident has occurred, with the single exception of loss occasioned by the Chicago Fire. Passengers and freight have been promptly transported, and the net earnings show a fair increase compared with the previous year.

LAND GRANT.

The land commissioner reports sales of 13,964.42 acres, realizing the sum of \$107,692 86. \$4,018 80 of the above have been received as a compromise on swamp lands, to which the company's title has never been fully established. The balance has averaged \$8 65 per acre.

The policy heretofore adopted of selling in small tracts to actual settlers has been closely adhered to, and increased efforts have been made in advertising in English and German, to attract the attention of immigrants and others to the superior advantages claimed for the company's lands. \$40,000 derived from sales of lands, have been paid over to the Commissioners of the Sinking Fund, to be invested by them in bonds of the company, as directed by resolutions of the executive committee.

SINKING FUND.

The Commissioners of the Sinking Fund report that they hold securities for the final redemption of the Sinking Fund Bonds as follows:

197 bonds of the Chicago, Rock Island and Pacific Railroad Co., of \$1,000 each, which have been fully registered on the books of the company in the name of the commissioners, and the coupons canceled.....\$197,000 00
24 bonds of the Peoria, Pekin & Jacksonville Railroad Company of \$1,000 each..... 24,000 00
Cash on hand in Corn Exchange Bank. 430 26

Making a total of.....\$221,430 26

BRANCHES.

During the past year the Des Moines, Indianola and Missouri Railroad has been completed from Des Moines to Indianola, a distance of twenty-two miles, and has been in operation since last November.

Another branch, extending from Somerset, a point on the Indianola road, fifteen miles south of Des Moines, has been constructed to Winterset, Madison County, a distance of twenty-six and a half miles, known as the Des Moines, Winterset and Southwestern Railway. It is expected this line will be so far completed as to allow of running trains in May.

The right of way, grading, bridging, and ties for these roads were furnished from proceeds of taxes and private subscriptions, your company furnishing iron and laying the track, taking therefor the bonds of the companies, and a controlling interest in the stock, thus virtually becoming owner of the roads.

There has been expended, on account of construction of the above branch roads, the sum of \$352,461 23.

These roads reach two important towns situated midway between your main line and the Burlington and Missouri River Railroad, and will command the traffic of two of the richest and best agricultural counties in Iowa.

The extension of the Washington Branch Railroad to Sigourney, has been vigorously prosecuted, and will be in operation about the middle

of May. This extension is twenty-nine miles long, and has cost to date, \$501,901 17.

CHICAGO AND SOUTHWESTERN RAILWAY.

It is well known that this company, by action of their board of directors, approved by vote of the stockholders, endorsed the bonds of the Chicago and Southwestern Railway Company to the extent of five millions of dollars.

It was believed this enterprise, designed to connect your line with Kansas and her system of railroads, leading West and South, would prove a valuable feeder to your main line, and help develop a large territory in Southern Iowa and Northern Missouri, as yet but partially supplied with railway facilities.

With the aid and encouragement thus given, the Chicago and Southwestern Railway Company constructed a railroad from Washington, Iowa, to the Missouri River, opposite Leavenworth, a distance of two hundred and sixty-nine miles, which was opened for traffic on the 9th of October.

Previous to that date, portions of the line when ready for use had been stocked, and operated by your company, the Chicago and Southwestern Company not having provided rolling stock.

Owing to various causes, prominent among which may be named, the want of bridge and railroad connections at Leavenworth, short crops caused by drought and insects through a considerable portion of the territory traversed by the road, and the derangement of business caused by the Chicago fire, the earnings of the line thus far have not equalled the expectations of the board.

It has been found necessary, in order to complete, equip and operate this line, to expend a large sum, about \$500,000, in excess of the entire earnings, which has been taken from the surplus earnings of your main line, and charged to account of construction of Chicago and Southwestern Railway.

A considerable additional amount will yet be required to furnish side tracks, water and station accommodations, fencing, ballasting, etc., etc.

As settlements increase, towns and villages will spring up along the line, creating a demand for lumber and merchandise, which must be supplied mainly from Chicago and the towns on the Mississippi River. These towns in return will invite immigration, make large shipments of grain, live stock, etc., and this rapidly growing local traffic, together with the share of through business from Kansas and territories west, it is confidently believed, will soon enable the road to pay its own expenses, and ultimately repay in full the investments now being made to complete and carry on the work.

The Chicago and Southwestern Company are constructing a branch from their main line to Atchison, Kansas, twenty-nine miles in length, by which connections will be made with the Atchison, Topeka and Santa Fe Railroad, the Central Branch Union Pacific Railroad, and the Atchison and Nebraska Railroad.

This branch will doubtless prove a valuable feeder to the main line, and the Chicago and Southwestern Company expect to have it ready for service in June.

Parties interested in the different railroads centering in Atchison are negotiating a contract that will ensure the building of a bridge across the Missouri at an early day. Until completed, transfers will be made by steam ferry, already established.

The Kansas and Missouri bridge, a fine structure of iron, crossing the Missouri River opposite Fort Leavenworth, is nearly completed and will be ready for the passage of trains in April.

To connect the bridge with the system of railroads running to and through the city of Leavenworth, it was necessary to construct about two miles of railroad in the State of Kansas, known as the Fort Leavenworth Railroad. It is expected this will be in use in May.

The following amounts have been expended during the year, and charged to construction and equipment account:

Land and land damages.....	\$22,719 68
New equipment.....	863,943 74
Grading, including masonry.....	50 130 06
New side tracks.....	35,664 10
Station buildings, shops and fixtures	32,312 40
Ballasting track with stone.....	17,644 00
New st'k feeding yards,(at Geneseo,)	16,348 75
New fences.....	53,425 13
New bridge and approaches, Rock	
Island.....	45,890 20
Indianola and Winterset Railroads.	352,461 33
Sigourney Railroad.....	501,901 17
Fort Leavenworth Railroad.....	61,869 75

\$2,054,310 31

New equipment account includes cost of thirty-seven new engines, two sleeping coaches, and six hundred and ninety-three new freight cars of all classes.

The aggregate amount expended in the construction of branch roads as before specified, is \$916,232 25, covering seventy-nine miles of road, or \$11,597 88 per mile. One (the Indianola) has been in operation since the first of November; the others will be opened for traffic in May.

The expenditures on account of permanent improvements to roadway, additional side tracks, new buildings, and stone ballast, amount to \$135,750 56.

The leading items of expenditures for repairs and renewals of track have been as follows:

257,330 ties.....	\$111,696 57
4,074 iron rails, re-rolled.....	120,375 94
649 iron rails, new.....	53,938 02
237 steel-capped rails.....	23,581 43
146 Bessemer steel rails.....	11,614 45
194,300 lbs. railroad spike.....	8,467 46
276,900 lbs. fish bars and bolts.....	11,395 75
18,223 rails repaired in company's	
shops.....	14,920 23

During the year 54.36 miles of track were re-laid with iron and steel. The company have laid in all 5,855 tons of Bessemer steel rails, and 348 tons of steel capped rails. The superintendent says "the Bessemer steel is doing great service. The steel capped rails have not in all cases proved as satisfactory." Owing to the increased demand and consequent large advance in the cost of steel rails, but a trifling addition was made during the past year. It is expected a considerable quantity will be laid the current season.

The company own of main and branch lines, 565 miles; and lease the Peoria and Bureau Valley Railroad, 46½ miles. There is of second track, 21 miles, and of side tracks, 114 miles—equivalent to a single track of 746½ miles.

The company owned at date of last report 145 locomotives; to which have been added by purchase during the year 25, and by construction in the company's shops 12—making a total of 182. The company have also 9 sleeping coaches, 51 day coaches, 6 baggage and passenger coaches (combined), 5 railway post office, 21 baggage, mail and express, 1 paymaster's, 2,358 box freight, 404 stock freight, 830 flat, 60 caboose and drovers', 2 pile driving, 1 wrecking, and 40 dumping gravel cars. There have been added during the year and cost charged to equipment account: by purchase, 400 box cars; and by building in company's shops, 237 box and stock cars, 50 flats, and 2 sleeping coaches. The company lost by the Chicago fire, 3 sleeping and 8 day coaches, 5 baggage and mail and 6 freight cars. There have been built in the company's shops, to fill the place of those destroyed by the Chicago fire and

otherwise, and their cost charged to repairs: 7 passenger coaches, 4 U. S. postal, 4 baggage and express, 1 combined passenger and baggage, and 74 freight cars of all classes. Thirty-six cars have had Miller's Platform and Buffer applied.

The number of miles run by locomotives on passenger trains was 980,001; on freight trains, 2,588,184; on wood, construction and gravel trains, 305,371—total 3,873,556, at an average cost per mile run for repairs, oil, waste, fuel and wages of engineers, firemen and wipers of 18.99 cents. Earnings per mile run by passenger and freight trains, \$1 63. Expenses per mile run by all trains, \$0 76.

The number of passengers transported during the year was 708,443, of which, 698,548 were first-class, 7,678 second-class, and 2,217 emigrant. Of the total number, 51,952 were through and 656,491 way; 348,431 going east, and 360,012 west. Number of passengers carried one mile, 38,580,595; equivalent to carrying each passenger 55.1 miles. Av. rate per passenger per mile, 3.617 cents.

The amount of freight transported during the year was 2,028,695,240 lbs.—an increase over the previous year of 200,005,136 lbs., or 100,000 tons. Freight carried one mile, 168,764,688 tons; equivalent to moving each ton 166 miles. Av. earnings per ton per mile, 2.49 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 882,026,060. The number of loaded cars passed over the bridge was 64,707. Number of foot passengers, 158,224. The number of steamers, barges and rafts passing the draw, was 2,325.

BALANCE SHEET, APRIL 1, 1872.

Capital stock account.....	\$18,999,200 00
Fractional scrip unconverted into	
stock.....	800 00
Bonds, Chicago and Rock Island	
Railroad Company, past due....	4,000 00
Mortgage Sinking Fund bonds....	8,698,000 00
Fractional agreements, convertible	
into bonds.....	140 00
Chicago, Rock Island and Pacific	
Railroad Company, of Iowa....	29,639 94
Sundry balances due.....	41,032 18
Profit, balance of income account.	3,717,030 02
	\$31,489,842 14
Cost of road and equipment.....	\$28,761,315 65
Railway bridge bonds.....	387,136 49
Balance in hands of assistant treas-	
urer, Chicago.....	25,500 00
Due from other railroads.....	195,728 12
Balance in hands of cashier, Chi-	
cago.....	953,138 00
Cash, and loans payable on demand	1,167,023 88
	\$31,489,842 14

President.—JOHN F. TRACY.

Vice Pres't and Gen'l Sup't.—HUGH RIDDLE.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Mervin, H. Kennedy, New York; Rob't A. Forsyth, Newburgh, N. Y. Milton Courtright, Wm. L. Scott, Erie, Pa; John F. Tracy, Hugh Riddle, Henry H. Porter, Chicago, Ill.; Geo. L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Asst Treasurer.—F. D. SHERMAN.

Asst Gen'l Superintendent.—P. A. HALL.

Track laying is progressing finely on the western end of the Bedford and Bridgeport railroad, connecting Bedford with the P. B. & W. R. R., and trains are now running regularly to Buffalo Mills, ten miles west of Bedford.

The Stamp Taxes.

The Act of Congress recently passed for reducing the customs duties and internal revenue taxes, repeals all the taxes imposed by stamps under Schedule B of section 170 of the act of June 30th, 1864, and the several acts amendatory thereof, excepting only the tax of two cents on bank checks, drafts or orders. The legal instruments released from the necessity of being stamped are as follows: agreements, bills of exchange or promissory notes, bills of lading, bills of sale, bonds of every description, certificates of stock, certificates of profits, certificates of damage, certificates of deposit, certificates of any description, charter parties, contracts for sale of property of any kind, conveyances, entries at Custom House, insurance policies, leases, manifests, mortgages, passage tickets, powers of attorney for any purpose, probates of wills, protests of notes and protests of marine losses. This repeal of the stamp tax goes into effect on and after October 1st 1872. The stamp tax on brokers' sales, it appears, is not repealed, but in full force. The tax on borrowed capital was abolished.

The Boston Advertiser says that the route for the extension of the Athol and Enfield Railroad from Barrett's station (Belchertown) to Springfield, is surveyed and definitely located for nearly the whole distance. Mayor Spooner has not yet made the subscription of \$300,000 to the stock of the road which was recently voted by the city, but he will probably do so in a few days, and, this done, the road will immediately be placed under contract, and, if possible, will be completed by the 15th of December. This action is expected to give new life to the Portland (Ct.) Railroad project. The Connecticut people are ready to build the road north to the State line, whenever they have assurances that Springfield will meet them there. It is said the \$400,000 voted by the city some time ago for the Springfield and Stafford Railroad is available for the Portland road.

The Philadelphia Ledger of 24th Inst., reports the net anthracite coal tonnage for the week ending on the 15th inst., from all sources, at 455,869 tons, and for the year 8,089,416 tons, against 3,504,318 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,585,098 tons. The production of bituminous coal for the week was 62,872 tons, and for the year 1,052,751 tons, against 943,498 tons to the corresponding time last year—an increase of 109,253 tons. The total production of all kinds of coal for the week was 518,741 tons, and for the year 9,071,967 tons, against 4,447,816 tons to corresponding time last year, showing an increase of 4,624,151 tons.

At a meeting of the stockholders of the New York and Albany Railroad Company, held June 19, 1872, the following were chosen Directors for the ensuing year: Geo. Talbot Olyphant, Robert Lenox Kennedy, Abiel A. Low, Orlis D. Swan, New York; Thomas Cornell, Kingston; Rob't A. Forsyth, Newburgh; Joseph H. Ramsey, Thomas W. Olcott, Erastus Corning, Robert H. Pruyn, James Kidd, John Tracy, Daniel S. Lathrop, Albany.

Winslow, Lanier & Co.,
27 PINE ST.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (In gold):													
1867.....	38,169	61,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	291,422	256,562	242,743	2,309,797
1869.....	212,604	218,982	201,308	486,048	568,270	556,080	532,657	511,854	609,788	579,642	535,356	467,659	5,670,882
1870.....	413,104	394,176	488,322	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,092	7,965,116
1871.....	536,499	485,490	614,444	720,929	692,341	795,178	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	280,503	275,283	290,063	268,480	322,278	355,270	335,955	409,251	401,283	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,666,153
1868.....	243,787	167,832	235,961	262,165	325,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,196	503,746	490,569	361,701	4,508,643
1870.....	343,182	315,099	388,727	328,590	345,833	402,854	451,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	281,109	316,037	342,897	348,039	408,686	468,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,416
1872.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,007	377,687	5,278,910
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	.....	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,859	390,355	421,363	466,830	490,710	519,306	609,605	729,759	716,378	563,400	547,842	6,114,656
1865.....	541,005	482,164	499,296	468,358	585,623	702,691	707,508	646,707	832,683	754,411	671,842	547,842	7,974,490
1866.....	523,566	399,917	523,845	537,519	558,948	625,983	808,524	797,475	1,000,096	1,200,216	1,010,892	712,359	9,296,420
1867.....	696,147	674,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	878,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,957	13,381,071
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	15,565,467
1870.....	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,461
1871.....	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,991,368
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	236,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,963
1870.....	203,069	226,897	244,182	245,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872.....	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,665	616,665	617,682	678,403	747,469	739,736	641,689	643,897	618,088	7,181,281
1866.....	603,053	505,266	506,465	411,605	569,250	567,679	480,626	578,253	671,248	661,971	688,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,610	613,329	7,180,992
1868.....	587,443	536,165	444,443	518,500	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,929
1869.....	650,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,824,481
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,953
1871.....	624,744	559,617	568,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,439	688,131	8,401,142
1872.....	642,466	527,068	572,176	547,988	636,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,230
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,715
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	98,517	101,666	103,558	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822	1,390,822
1870.....	106,246	106,246	110,379	110,213	111,117	111,117	111,117	118,407	132,998	163,531	144,023	141,378	1,418,360
1871.....	130,853	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	168,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,770	328,570	4,520,540
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	441,604	308,669	4,200,119
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,296	412,934	330,373	4,371,071
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,071	4,509,361
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,590	353,569	473,546	490,772	445,418	374,542	4,744,144
1870.....	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,868
1871.....	418,755	442,665	441,685	470,703	480,547	427,096	422,615	529,890	628,660	582,802	535,506	.....	.....
1872.....	505,556	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868.....	369,228	321,203	333,608	436,412	555,718	458,191	423,398	522,682	1,024,405	1,037,464	556,917	468,890	6,517,069
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	747,732	1,040,102	801,135	495,593	7,259,099
1870.....	386,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	629,758	7,420,421
1871.....	396,760	327,431	377,571	483,884	692,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,968,666
1872.....	490,985	387,525	426,192	474,183	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,060
1866.....	267,541	246,109	266,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,612	3,353,538
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,096	272,053	3,496,010
1868.....	231,351	265,905	267,121	204,620	217,082	194,455	287,557	307,122	363,329	274,637	273,661	2,964,041	3,496,010
186													

Commerce of New York.

The foreign imports at New York for the month of May, 1871 and 1872, are officially stated as follows :

	1871.	1872.
Entered for consumpt'n.	\$16,544,919	\$16,868,458
Do. for warehousing....	14,842,869	23,002,975
Free goods.....	2,758,231	3,111,784
Specie and bullion.....	142,477	96,028

Total entered at port...	\$34,288,496	\$42,579,240
Withdrawn fr. ware'house	10,070,612	10,199,829

The foreign imports at New York for the five months from January 1, were :

	1871.	1872.
Entered for consumpt'n.	\$88,865,927	\$98,985,328
Do. for warehousing....	64,242,927	88,374,363
Free goods.....	13,736,707	14,033,539
Specie and bullion.....	3,390,046	733,854

Total entered at port...	\$170,235,607	\$202,127,084
Withdrawn fr. ware'house.	54,487,088	56,468,319

The foreign imports at New York for the eleven months ending May 30, were :

	1871.	1872.
6 months ending Jan. 1.	\$156,339,208	\$183,028,276
January.....	28,792,062	35,679,496
February.....	35,491,324	38,206,143
March.....	38,696,064	39,218,268
April.....	32,967,661	46,443,987
May.....	34,288,496	42,579,240

Total.....	\$326,574,815	\$385,155,360
Deduct specie.....	8,091,731	2,340,410

Total mdse.....\$318,483,084 \$382,814,950

The duties received at New York for eleven months ending with May, were :

	1871.	1872.
6 mos. ending Jan. 1.	\$67,729,184 75	\$74,078,181 75
January.....	12,010,020 67	13,317,086 82
February.....	12,258,147 69	14,710,928 08
March.....	15,305,799 14	14,095,994 24
April.....	12,535,090 06	13,948,999 00
May.....	11,490,140 42	10,806,468 92

Eleven months...\$131,318,382 73	\$140,957,658 81
----------------------------------	------------------

The exports from New York to foreign ports in the month of May, were :

	1871.	1872.
Domestic produce.....	\$17,066,928	\$14,746,837
Foreign free goods.....	169,250	36,977
Do. dutiable.....	783,607	1,097,133
Specie and bullion.....	9,615,698	14,850,556

Total exports.....	\$27,635,483	\$30,731,503
Do. exclusive of specie.	18,019,785	15,880,947

The exports from New York to foreign ports for five months from January 1, were :

	1871.	1872.
Domestic produce.....	\$92,832,816	\$81,394,156
Foreign free goods.....	461,388	581,823
Do. dutiable.....	3,872,605	4,390,944
Specie and bullion.....	32,949,884	24,576,697

Total exports.....	\$129,616,693	\$110,943,620
Do. exclusive of specie..	96,666,809	86,366,923

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were :

	1871.	1872.
6 months ending Jan. 1.	\$107,654,919	\$119,604,290
January.....	18,837,876	18,951,004
February.....	18,739,742	17,915,159
March.....	22,189,332	16,530,019
April.....	18,930,074	17,089,784
May.....	18,019,785	15,880,947

Total produce.....	\$204,321,728	\$205,971,213
Add specie.....	74,300,759	46,887,621

Total exports.....	\$278,622,487	\$252,858,834
--------------------	---------------	---------------

Pennsylvania Railroad.

Colonel John W. Forney, now on a trip to Texas, in company with Colonel Thomas A. Scott, writes the following in a letter from Louisiana :

"It is at the beginning of another great railroad triumph that we may dwell a little upon some of the achievements of John Edgar Thomson, the chief of the Pennsylvania Railroad and its dependencies, and the career of his daring Vice President, Colonel Thos. A. Scott.

"The Pennsylvania system of roads commences at Philadelphia with a line from New York intersecting at Philadelphia, and a line from Baltimore and Washington intersecting at Harrisburg, thence diverging to Erie, forming connections at Erie with the system of Lakes and Lake Shore roads, and all the various connections throughout the entire Northwest. The main line of the Pennsylvania Railroad extends to Pittsburg and connects at that point with all the roads now under the control of the Pennsylvania Company, a corporation which the Pennsylvania Railroad controls by the ownership of its stock. This last company is now under the control of Colonel Thomas A. Scott as President, who still retains his position as Vice President of the parent company at Philadelphia. The Pennsylvania Company now controls all the lines west of Pittsburg in the Pennsylvania system.

"It owns the road to Cincinnati by way of Columbus, then a line from Columbus to Louisville, controls a line from St. Louis, and another from Columbus by way of Logansport to Chicago; also, the Pittsburg, Fort Wayne and Chicago, direct to Chicago, the Cleveland and Pittsburg Road from Cleveland to Pittsburg, and the Erie and Pittsburg Road to Erie. These various lines, with their branches to Washington, Pennsylvania, the Muskingum Valley Road, and their branches from the several main lines, now aggregate over thirty-two hundred miles of road, all connected and all equipped. These, when added to the line controlled by the Pennsylvania Company east of Pittsburg, embracing 1,384 miles, make a grand aggregate of about 4,600 miles, all connected, equipped and managed under one interest, the Pennsylvania Railroad, of which John Edgar Thomson is President, and were built from the time he took charge as Chief Engineer in 1847, embracing a little over a quarter of a century in the service of the company, and accomplishing a result by his combination of roads that has never before been achieved by any man in railroad life. During all that period he has paid his stockholders an average of over ten per cent. per annum."

Pittsburg, Washington and Baltimore Railroad.

A meeting of the directors of the Pittsburg, Washington and Baltimore Railroad Company took place at Pittsburg on the 20th inst., when President Wm. O. Hughart, so long the head of that road, resigned the position, and Wm. Keyser, of Baltimore, second vice-president of the Baltimore and Ohio railroad, was elected to fill the vacancy. Under the severe labors which Mr. Hughart has undergone in the completion of this road his health had suffered considerably. He goes to Tennessee, it is understood, in connection with railroad enterprises there, not involving, however, such laborious exertion as the bringing the Connellsville road through its difficulties has in the past imposed. The trade of the Pittsburg, Washington and Baltimore road is now so steadily increasing and its prospects are such that the Baltimore and Ohio Company has ordered for it 25 additional locomotives and 700 freight cars, to be built outside the company's shops. The opening to Washington of the Metropolitan Branch road this fall, on which the track is now being laid, will of course add largely to the business of this road.—*Balt. Sun.*

A survey is being made for the proposed straightening of the Boston and Albany Railroad between Worcester and Leicester,

From the Toledo Blade.

Toledo, Thorntown and St. Louis Railroad.

At the annual meeting of this Company, held in this city on the 15th inst., President SPRAGUE reported the consolidation of the Toledo, Thorntown and St. Louis, of Indiana, and the Toledo and St. Louis Air-Line of Ohio, under the first named title. Another Company has been organized for the line between Crawfordsville, Indiana, and the Illinois State Line, known as the Crawfordsville and Illinois Railroad Company, and also, consolidated with the T., T. & St. Louis. Mr. SPRAGUE says :

In June last the services of Hon. W. W. Murphy were obtained, and in July he sailed for Europe to interest foreign capitalists in taking the bonds of the company to enable it successfully to complete its work. The interest taken by these gentlemen was so great that in October last they sent a confidential agent, duly accredited, to make a thorough examination of the proposed route, its prospects for future business, and its financial basis. After frequent interviews with the agent, and such examination as he thought proper to make, extending over four months of time, an arrangement was concluded on the 5th of January, for placing the funds of the company at \$20,000 per mile, at the rate authorized at your last meeting.

One of the conditions of this loan for thirty years, so negotiated, was that the company should raise local aid to the amount of \$4,000 per mile and provide the right of way. And another was, that the contract for the construction of the Road should be let to responsible and experienced contractors.

He further reports that from Putnam county, Ohio, to Vermillion county, Ind., including both of these counties—a distance of 200 miles—\$743,770 has been secured.

The contract for performing the second condition, viz :

The construction and equipment of the entire line in a first class manner, to a heavy, responsible and experienced firm, Messrs. Goss, Gardner & Co. The right of way for the entire line has been pledged, so that it only remains for the company to make good any deficit in the local aid, to make an immediate and rapid commencement of the work, which, when once begun, will be pushed to as rapid a completion as men and money will allow. The same parties have taken, upon like terms, the contract for the Illinois division, thirty-two miles of which, it is expected, will be completed in a few months. The contractors also bind themselves to complete fifty miles of the Ohio and Indiana divisions within a year from the date of the contract, (April 10th, last,) and to have the whole line completed and equipped on or before the 1st of January, 1875.

The preliminary surveys were commenced in Illinois in March last, under the supervision of chief engineer Bush, and were completed in May. In the same month like surveys were commenced at Ottawa, Ohio, and will be completed during this month through the state of Indiana. In Illinois the final survey and permanent location of the line is now being made, and as rapidly completed as possible.

With a very little more work, the enterprise inaugurated and carried forward with such unparalleled success, will be fully under way, and be brought to a favorable issue.

The progress being made in the construction of the Chesapeake and Ohio Railroad westward from White Sulphur Springs, in Greenbrier Co., W. Va., is rapid and satisfactory. The cars are now running eight miles west of the springs, and the entire road to the Ohio river will be completed in the month of October,

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

[illegible]

AMERICAN RAILROAD JOURNAL.

NATIONAL AND STATE SECURITIES.

817

National Securities June 1, 1872.

Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1865.....registered	5	Jan. & July.	1874	109 1/2
.....coupon	5	"	1874	110
Loan of February 8, 1861.....registered	6	Jan. & July.	1880	114 1/2
.....coupon	6	"	1880	115 1/2
Oregon War Bonds of March 2, 1861.....coupon	6	Jan. & July.	1881	109 1/2
Loan of July 1, and Aug. 3, 1861.....registered	6	Jan. & July.	1881	114 1/2
.....coupon	6	"	1881	115 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	6	May & Nov.	1882	115
.....coupon	6	"	1882	114 1/2
Loan of March 3, 1863.....registered	6	Jan. & July.	1881	114 1/2
.....coupon	6	"	1881	115 1/2
Loan of March 3, 1864 (5-20s).....registered	6	May & Nov.	1884	113 1/2
.....coupon	6	"	1884	114 1/2
Loan of June 30, 1864 (5-20s).....registered	6	May & Nov.	1884	113 1/2
.....coupon	6	"	1884	114 1/2
Loan of March 3, 1865 (5-20s).....registered	6	May & Nov.	1885	113 1/2
.....coupon	6	"	1885	114 1/2
.....2d series (5-20s).....registered	6	Jan. & July.	1885	113 1/2
.....coupon	6	"	1885	114 1/2
.....3d series (5-20s).....registered	6	Jan. & July.	1887	112 1/2
.....coupon	6	"	1887	113 1/2
.....4th series (5-20s).....registered	6	Jan. & July.	1888	113 1/2
.....coupon	6	"	1888	114 1/2
Loan of March 3, 1864, (10-40s).....registered	5	Mar. & Sept.	1904	110 1/2
.....coupon	5	"	1904	111 1/2
Consols of July 14, '70 & Jan. 20, '71.....registered	5	F. M. A. & N.	1881	115
.....coupon	5	"	1881	112 1/2
Consols.....registered	4 1/2	F. M. A. & N.	1886	115
.....coupon	4 1/2	"	1886	116 1/2
Consols.....registered	4	F. M. A. & N.	1901	115
.....coupon	4	"	1901	116 1/2
Dem. Cer. of Mar. 2, '67, and July 25, '68.....(cur.)	3	.....	Dem.	.....
Navy Pension Fund of July 23, 1868.....(cur.)	3	.....	Irred.	.....
Certificates of Indebtedness 1870.....(cur.)	4	.....	1875	.....
Pacific R. R. Bonds.....(currency)	6	Jan. & July.	'96-'99	114 1/2
U. S. Notes and Fractional Currency.....	not.	.....	.....	.....

State Securities, latest dates.

Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.....(extended).....	2,414,800	5	"	'83-'86	.....
.....(sterling).....	688,000	5	June 1.	1870	.....
.....(extended).....	82,500	6	Jan. & July.	1886	.....
.....(new).....	712,500	5	"	1886	.....
Arkansas—State Bonds (refunded).....	1,316,700	8	"	'86-'88	90
.....(Aid R. R's).....	3,000,000	6	Jan. & July.	1899	57
California—Civil Bonds of 1857.....	2,138,000	7	April & Oct.	1900	.....
.....1860.....	138,500	7	Jan. & July.	1877	112
.....Relief Fund Bonds of 1863.....	424,500	7	"	1880	.....
.....Bounty Fund Bonds of 1864.....	805,000	7	"	1883	.....
.....Central Pacific R. R. Loan of 1865.....	1,500,000	7	"	1884	.....
Connecticut—War Bonds, of 1861, (10-20s).....	.....	6	Jan. & July.	'81-'82	100 1/2
.....of 1863, (20s).....	5,927,000	6	April & Oct.	1883	101
.....of 1864, (10-20s).....	.....	6	"	1885	.....
.....of 1865, (20s) free.....	.....	6	"	1885	.....
.....(various) registered.....	867,500	6	Various.	Var.	.....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	.....
.....1869.....	200,000	6	"	1899	.....
.....Railroad Loans \$16,000 per mile.....	.....	6	.....	.....	.....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	7	Various.	'71-'74	87 1/2
.....1842 to 1848.....	273,000	7	Various.	'72-'74	87 1/2
.....Atl. and Gulf R. R. 1855 to 1860.....	800,000	6	Feb. & Aug.	'78-'80	83 1/2
.....Bonds (Act March 12, 1865).....	8,700,000	7	Jan. & July.	1886	.....
Illinois—Interest Bonds of 1847.....	980,696	6	"	1877	100 1/2
.....Stock of 1867.....	134,311	6	"	1877	.....
.....Refunded Stock Bonds.....	348,000	6	"	Var.	.....
.....Normal University Bonds.....	45,000	6	"	1879	.....
.....Thornton Loan Bonds.....	103,000	6	Mar. & Sept.	1879	.....
.....War Loan Bonds.....	416,800	6	Jan. & July.	1879	.....
Indiana—State Bonds.....	.....	5	"	1866	.....
.....War Loan Bonds.....	204,000	5	May & Nov.	1888	.....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	.....
Kansas—State Bonds.....	100,675	6	"	'83-'84	.....
.....military.....	1,059,500	7	"	'76-'89	.....
Kentucky—State Bonds of 1841-'42.....	176,000	6	April & Oct.	'71-'72	99 1/2
.....of 1843.....	913,000	5	"	1873	.....
.....military.....	160,000	5	"	1873	.....
Louisiana—Charity Hospital.....	309,300	6	Various.	1895	.....
.....State Bonds, general.....	86,000	6	Mar. & Sept.	1872	.....
.....Railroad Bonds.....	750,000	6	Jan. & July.	1893	60
.....Levee Bonds 1865.....	661,000	5	Various.	'70-'79	.....
.....1867.....	2,052,000	6	Various.	'93-'06	69
.....1870.....	1,000,000	8	May & Nov.	1896	79
.....Funded coupons 1866.....	4,000,000	8	Mar. & Sept.	1907	67
.....Funded Floating Debt.....	997,300	6	Jan. & July.	'86-'88	.....
.....Ship Canal Bonds of 1869.....	3,000,000	6	May & Nov.	1910	81 1/2
.....Penitentiary Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	.....
.....N. La. & Tex. R. R. Bonds of 1869.....	500,000	7	"	1909	.....
Maine—State Bonds.....	546,000	8	April & Oct.	1909	92 1/2
.....War Loan of April 25, 1861.....	301,000	6	Various.	'76-'78	.....
.....of Jan. 31, 1863.....(cur.)	800,000	6	Various.	1871	.....
.....of Mar. 26, 1863.....(cur.)	625,000	6	Mar. & Sept.	1883	100
.....of Mar. 19, 1864.....(cur.)	475,000	6	Feb. & Aug.	1883	.....
.....Municipal War Debt assumed.....(cur.)	2,832,500	6	June & Dec.	1889	.....
Maryland—Balt. & Ohio R. R. Loans, Stg.....	3,084,400	6	April & Oct.	1889	100 1/2
.....converted.....	2,288,888	5	J. A. J. & O.	1890	.....
.....Ches. & Ohio Cur. Loans, Stg.....	445,600	5	"	1880	.....
.....converted.....	1,855,335	5	"	1890	.....
.....of 1834.....	1,687,345	5	"	1890	.....
.....Balt. & Susq. R. R. Loans.....	1,403,148	5	"	1870	97
.....Annapolis & Elkridge R. R. Loans.....	289,000	5	"	1890	.....
.....Susq. and Tide-Water Canal Stg.....	429,000	5	"	1890	100
.....converted.....	95,420	5	"	1890	.....
.....	773,000	5	"	1865	.....
.....	215,923	5	"	1865	.....

* Indicates that no interest is paid.

	Ing.			ABLE.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890
.....Defense Loan Bonds.....	3,651,398	5	"	1883
.....Southern Relief Bonds.....	100,000	5	"	1873
Massachusetts—State Scrip.....	324,000	5	Jan. & July.	'74-'75
.....	275,000	5	April & Oct.	'73-'74
.....	320,000	5	May & Nov.	'72-'80
.....	133,000	5	June & Dec.	'72-'77
.....Union Fund Loan of 1861.....	3,000,000	5	Jan. & July.	'71-'76
.....of 1863.....	600,000	5	"	'77-'78
.....Coast Defense Loan.....	888,000	5	"	1883
.....Bounty Loan of 1863.....	200,000	5	"	1883
.....of 1864.....	4,379,560	5	May & Nov.	1894
.....(stg.).....	4,000,744	5	"	1894
.....War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1885
.....Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871
.....T. & G. R. R. & Hoosac T. stg.....	3,506,580	5	"	'88-'90
.....	966,500	5	"	'91-'98
.....Southern Vermont R. R.....	200,000	5	"	1890
.....Eastern R. R.....	50,000	5	Jan. & July.	1871
.....Norwich & Worcester.....	400,000	5	"	1877
.....Bos. Hartf. & Erie (stg.).....	3,569,024	5	"	1900
Michigan—Renewal Loan Bonds.....	160,000	5	"	1878
.....Two Million Loan Bonds.....	1,621,000	5	"	'73-'83
.....War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890
.....Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79
.....Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872
.....Railroad Loans Bonds.....	2,275,000	7	.....	1883
Mississippi—State Bonds (for banks).....	2,000,000	6	.....	'41-'71
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883
.....Interest Bonds of 1868.....	2,727,000	6	"	1888
.....Railroad Loans.....	13,112,000	6	"	'74-'90
.....South Pacific, guar.....	1,589,000	7	"	1876
.....Hannibal and St. Joseph.....	3,000,000	6	"	'73-'87
Nebraska—(No Debt).....	.....	.....	.....	.....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872
New Hampshire—War Loan of July 1, 1861.....	899,200	6	"	'71-'78
.....of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89
.....of Oct. 1, 1865.....	1,000,000	6	April & Oct.	'71-'74
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84
.....of 1863 (free).....	1,002,900	6	"	'86-'96
.....of 1864.....	693,400	6	"	'97-'02
New York—Bounty Fund Stocks.....	1,478,000	7	"	1877
.....Bonds.....	21,089,000	7	"	1877
.....General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.
.....	800,000	6	"	1878
.....	348,000	5	"	pleas.
.....Canal Fund Stocks.....	900,000	5	"	1875
.....	2,287,900	6	J. A. J. & O.	1872
.....	5,150,100	6	"	1873
.....	2,099,000	6	"	1874
.....	473,000	6	"	1875
.....	830,000	6	"	1877
.....	1,106,420	5	"	1874
North Carolina—State Bonds for R. R. (old).....	4,738,800	6	Jan. & July.	'71-'91
.....(old).....	3,639,400	6	April & Oct.	'71-'91
.....State Bonds for R. R. (new).....	2,626,000	6	Jan. & July.	'92-'96
.....(new).....	1,739,000	6	April & Oct.	'92-'96
.....Funding &c. Bonds of '66-'68.....	2,800,400	6	Jan. & July.	1899
.....Special Tax Bonds.....	1,821,400	6	April & Oct.	1899
Ohio—State Loan (New York).....	11,407,000	6	"	1899
.....	1,284,317	6	Jan. & July.	1870
.....	1,600,000	6	"	1876
.....	4,065,399	6	"	1881
.....	2,400,000	6	"	1886
.....Union Loan (Columbus).....	366,975	6	May & Nov.	1871
Oregon—Relief and Bounty Bonds.....	176,158	7	Jan. & July.	'74-'84
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872
.....	4,731,300	5	"	1872
.....	90,400	5	"	1877
.....	7,990,550	5	"	1877
.....	726,950	5	"	1882
.....Inclined Plane Loan.....	9,237,050	5	"	1882
.....Military Loan.....	400,000	6	April & Oct.	1879
.....State Stocks (old).....	2,769,250	6	Feb. & Aug.	1871
.....(old).....	384,000	5	Jan. & July.	1882
.....(old).....	3,377,000	5	Feb. & Aug.	'77-'78
.....(old).....	112,000	4 1/2	Jan. & July.	1882
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882
.....of 1863.....	738,000	6	Jan. & July.	1893
.....of 1863.....	239,000	6	April & Oct.	1883
.....of 1864.....	841,000	6	Feb. & Aug.	1894
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870
.....bonds (stg.).....	484,445	5	"	1868
.....Blue Ridge R. R. bonds of '64.....	970,000	5	"	'74-'78
.....State Capital bonds.....	1,997,738	6	"	'71-'90
.....Funded Debt of 1866 & coup.....	1,431,700	6	"	'87-'97
.....Conversion Bonds of 1869.....	1,265,500	6	J. A. J. & O.	1888
.....Funding & Special Bonds '68.....	1,692,150	6	"	1888
Tennessee—State Bonds proper.....	1,398,640	5	April & Oct.	Var.
.....	239,166	5 1/2	"	"
.....	1,706,000	6	"	"
.....Railroad Loans.....	24,008,500	6	Jan. & July.	long.
.....Railroad Endorsements.....	2,172,000	6	"	"
.....Funding Bonds.....	4,069,503	6	"	"
Texas—No legal debt.....	.....	.....	.....	.....
Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	'71-'78
.....Certificates.....	201,000	6	"	'71-'78
Virginia—State Stock.....registered	21,617,678	6	Jan. & July.	long.
.....Bonds.....coupon	11,108,000	6	"	"
.....stg.....	1,865,000	6	"	"
.....Funding Stock of 1866.....registered	1,872,903	6	"	"
.....Bonds of 1866.....coupon	1,475,000	6	"	"
.....(sterling).....	466,250	6	"	"
West Virginia—Probably a third of the Debt of Virginia.....	104,000	6	Jan. & July.	'77-'83
Wisconsin—War Loan Bonds.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	6*	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	94 1/2
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88 1/2
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	98	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,380	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	98 1/2	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	106 1/2
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	96
Special Bonds to State of Penn.	3,500,000	5	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (O. B. & Q.):							1st Mort. for \$5,000,000, conv.....	3,360,000	8	Jan. & July.	Boston.	1894	102 1/2
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoogin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, \$288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1876	98
Atchison, Topeka and Santa Fe:							Dollar Loan of 1885.....	1,700,000	6	Feb. & Aug.	"	1883	92 1/2
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	87 1/2	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90 1/2
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	96 1/2
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95 1/2
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	99 1/2
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86 1/2
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
3d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.....gold	14,000pm	7*	Jan. & July.	New York.	1899	90 1/2
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	Central of New Jersey:						
Loan of 1866.....	579,500	6	"	"	1880	98	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75	101
Loan of 1868.....	1,710,500	6	April & Oct.	"	1885	97 1/2	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	107
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1883 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	104 1/2
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	101
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	784,000	7	"	"	1895	....
1st Mort. guar. by M. C. Co. gold.	160,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C. C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	616,000	7	Jan. & July.	New York.	'70-'95	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (").....	186,500	6	"	"	1872	....
2d Mortgage (Camden and)	492,500	6	March & Sept.	Princeton.	1885	83 1/2	3d Mort. (").....	901,000	6	"	"	1884	....
3d Mortgage (Amboy)	746,000	6	Feb. & Aug.	"	1887	83	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	....
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85 1/2	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	"	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	162,500	7	"	"	'89-'90	90 1/2	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamarac:						
1st Mort. (Conc. to War. 71 m.) ..	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
3d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101 1/2
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	106 1/2
1st Mortgage (new) for \$20													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:				New York.	18—	....
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7				....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91	Columbus and Xenia:				New York.	1890	....
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:				Boston.	Due.	....
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6				....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	Connecticut and Passumpsic Riv.:				Boston.	1876	93
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856....	455,800	6	June & Dec.	"	1876	99
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	559,429	7	"	"		....
1st Mortgage on 45 miles guar....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:				Boston.	1878	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	"	1898	96	1st Mortgage skg fund.....	250,000	6	March & Sept.			....
Chicago and Northwestern:							Connecticut Western:				Hartford.	1900	87
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	1st Mortgage.....	81,500	7				....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	96	Connecting (Philadelphia):				Philadelphia.	1890	88
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	101	1st Mortgage.....	1,000,000	6	March & Sept.			....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Contoocook River:				Boston.	18—	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6				....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	Cooperstown and Susq. Valley:				New York.	1889	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1892	104	1st Mortgage.....	100,000	7	Jan. & July.			....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	96	Coun. Bluffs & St. J. (K. St. J. & C.B.)				New York.	1880	....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	"	1880	....
1st Mort. (Elgin and State Line).	138,000	7	"	"	1878	....	2d Mortgage.....	160,000	10	"	"	1872	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	Covington and Lex. (Ky. Cen.):				New York.	1872	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	97	1st Mortgage March 1852.....	120,000	7	March & Sept.	"	1872	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	2d Mortgage March 1862.....	844,000	7	"	"	1882	....
1st Mort. (Chic. & Mil. R.R.) 45m.	597,000	7	May & Nov.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
2d Mort. (Mil. & Chi. R.R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:				New York.	1891	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	"	1891	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	96	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:				Philadelphia.	1904	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	"	1908	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	109,500	8	"	"	1884	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
Chicago, Pekin & Southwestern:							Danbury and Norwalk.				New York.	1880	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	"	1880	....
Chicago, Rock Island and Pacific:							2d Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	104	Danv. Hazleton & Wilkesbarre:				Philadelphia.	1888	86
Chi. & Southwestern (C., R. I. & Pac.)							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.			....
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:				New York.	1890	....
Chillicothe & Brunswick (N. Mo.).							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.			....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	Dayton and Michigan:				New York.	1884	....
Cincinnati, & Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:				New York.	1879	....
3d Mortgage of 1867, skg fund....	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	"	1879	....
Cinc. and Indiana (C. Laf. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	262,445	6	"	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....	Dayton and Western:				New York.	1905	....
Cincinnati and Indianapolis Junc:							1st Mortgage.....	275,000	7	Jan. & July.	"	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	438,000	6	"	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Decatur & E. St. Louis (T. W. & W.):				New York.	1890	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.			....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:				New York.	1901	....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	84	1st Mortgage.....	500,000	8	March & Sept.			....
Cin. and Martinsville (C. & Laf.):							Delaware:				Philadelphia.	1875	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	"	1875	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	"	"	1875	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Seaf. to Delmar) bonds..	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	84	Delaware, Lackawanna & Western:				New York.	1871	....
1st Mort. (San. Day. and Cin.) ..	938,000	6	Feb. & Aug.	Boston.	1900	79	1st Mort. (Lack. & Western) ..	564,000	7	Jan. & July.	"	1875	100
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91	1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	"	1875	100
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	98
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:				New York.	1897	....
Clev., Col. and Cinc. (C. C. & I.):							1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.			....
1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	71-84	....	Des Moines Valley:				New York.	1877	....
Clev., Col., Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	"	1898	....
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101	1st Mortgage Land grant.....	4,690,000	8	"	"	1884	....
1st Mort. (C., U. and C. R. R.) ..	323,000	7	June & Dec.	"	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (Bell. and Ind. R.R.) ..	616,000	7	Jan. & July.	"	70-95	....	Detroit, Hillsdale and Indiana:				New York.	1890	86
Cleveland and Mahoning:							1st Mort. (10,000 p. m.) .. guar.	1,080,000	8	June & Dec.	"	1890	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:				New York.	1890	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	"	1879	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:				New York.	1875	....
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	"	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	99	1st Mortgage Funded Coupons ..	628,523	7	Jan. & July.	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	97	2d Mortgage Funded Coupons ..	377,118	7	May & Nov.	"	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1893, (ser'd.)	1,916,639	6	"	N.Y. & Detroit.	1886	

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage guaranteed.....	500,000	8	April & Oct.	" "	1888	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,600,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackens'k & N. York Ext.(Erie):						
East Tenn. & Georgia(E.T.V.&G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Mar. & July	New York.	1880	95 1/2	Luxemburg and Naples:						
Interest bonds (funded coupons).....	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen.Mo.(C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	95 1/2	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	88 1/2
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien)\$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	95
Loan of 1862, sterling.....	385,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1866.....	160,000	6	April & Oct.	" "	1885	95 1/2	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	600,000	6	May & Nov.	" "	1889	94 1/2	Fifteen years' bonds.....	1,099,500	8	March & Sept.	" "	1885	92
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	7,000	8	Feb. & Aug.	" "	1892	82 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104 1/2
1st Mortgage.....	400,000	6	Jan. & Ju'y.	Baltimore.	1880	55	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	100
2d Mortgage.....	190,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira v.d Williamsport(N.Cen.):							Harlem Extension:						
Income Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98 1/2	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Real Estate (Elmira) bond.....	50,000	7	May & Nov.	" "	1872	59 1/2	Harrisburg & Lancaster (Pa.R.R.):						
Erie Railway:							1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92 1/2
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100 1/2	Hartford and New Haven:						
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	102 1/2	1st Mortgage.....	784,000	6	Jan. & July.	New York.	1873	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	99
2d Mortgage of Oct. 1, 1870.	2,000,000	7	"	"	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	98
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....	1st Mort. of 70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton)							1st Mortgage (Calais Loan)	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.	410,000	8	Jan. & July.	New York.	1882	109	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan	100,000	6	June & Dec.	Cincinnati.	1870	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia)	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western)	275,000	7	Jan. & July.	"	1905	....
2d Mortgage	800,000	7	March & Sept.	"	1893	....	1st Mortgage (")	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1890	30
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage	300,000	6	April & Oct.	"	1900	91	1st Mortgage		7*	— & —	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Bdg.):						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'wstn Ind.:						
1st Mort. assumed by lessees.	840,000	8	Jan. & July.	New York.	1888	92	1st Mortgage	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M.Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage	500,000	6	Jan. & July.	New York.	1875	93
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.	775,000	8	"	"	1899	....
1st Mortgage, tax free	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	....	Louisville, Cincin. and Lexington:						
2d Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.)	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (")	150,000	10	"	"	1872	....	2d Mortgage (general)	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	71-80	....
2d Mort. (")	539,500	8	June & Dec.	"	1874	82	Louisv. Loan (")	100,000	6	"	"	1881	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)	25,000	6	"	"	1874	....
1st Mort. (")	1,500,000	7	"	"	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m. gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem)	849,000	6	April & Oct.	"	86-87	....
1st Mort. on R.R. 254 m. gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m. gold	600,000	6*	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.)	197,000	7	"	"	71-76	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	71-76	....	1st Mortgage (Bardstown Br.)	1,000	7	Jan. & July.	"	1870	....
1st Mon. R.R. 245 m. & 3,000,000 m.	6,500,000	7	May & Nov.	"	1899	....	1st Mort. (Lebanon Br. Ext.)	88,000	7	May & Nov.	"	80-85	....
1st Mon. lands E. of 380th m. gold	2,000,000	6	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1895	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	95-97	....	Consolid. Mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	1916	....	Lowell & Lawrence (B. & L.):						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mortgage, guaranteed	67,700	6	April & Oct.	Boston.	1878	....
Kentucky Central (Cov. & Lex.):							Macon and Brunswick:						
1st Mortgage March 1852	123,000	7	March & Sept.	"	1872	....	1st Mort. endorsed by State	1,850,000	7	Jan. & July.	New York.	78-79	....
2d Mortgage March 1863	844,000	7	"	"	1883	....	2d Mortgage of 1869	1,000,000	7	April & Oct.	"	1890	....
3d Mortgage June 1865	237,000	7	June & Dec.	"	1885	....	3d Mort. of 1870 endor. by State	1,000,000	7	May & Nov.	"	1890	....
Keokuk, Iowa City and Minn.:							Equipment Mortgage	150,000	....			
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1891	....	Macon and Western:						
2d Mortgage	6,000pm	7	"	"	1891	....	1st Mortgage of Oct. 1870	150,000	7	April & Oct.	New York.	1880	....
Keokuk and St. Paul (C.B. & Q.):							Madison and Portage:						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	1st Mortgage	450,000	7	April & Oct.	New York.	1835	....
Lackawanna and Bloomsburg:							Maine Central:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....	Loan of 1847-61 (A. & Ken.)	1,100,000	6	Feb. & Aug.	Boston.	70-71	....
2d Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
3d Mortgage	500,000	7	April & Oct.	"	1880	....	Loan (new) for \$1,100,000	451,200	6	Jan. & July.	"	1898	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....	Mort. (Ext.) for \$500,000 gold	112,000	6*	April & Oct.	"	1900	....
Income Mortgage	200,000	10	Jan. & July.	"	1871	....	1st Mort. (B. & O. P. & Ken.) exch. 7s	677,000	6	"	"	1872	....
Income Mortgage	79,335	7	April & Oct.	"	1871	....	2d Mort. (Penob. & Ken.)	159,500	6	Feb. & Aug.	"	1870	....
La C. Trempealeau & Pres. (C. & N.W.):							Mansfield & Framingham (B.C. & F.)						
1st Mortgage, guaranteed	800,000	7	— & —	New York.	....	....	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1889	90
Lafayette, Bloomington & Miss.:							Marietta and Cincinnati:						
1st Mortgage	1,300,000	7	— & —	New York.	....	84	1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891	....
Lafayette, Muncie & Blooming:							1st Mortgage Dollar	2,454,528	7	"	Baltimore.	1891	....
1st Mortgage	1,500,000	8	— & —	New York.	....	....	2d Mortgage	2,500,000	7	May & Nov.	"	1896	100
Lake Erie and Louisville:							3d Mortgage for \$3,000,000	2,000,000	8	Jan. & July.	"	1890	84
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1898	....	1st Mort. (Scioto & Hocking)	300,000	7	May & Nov.	New York.	1896	....
Lake Shore & Michigan So.:							Baltimore Loan to Union E. R.	20,000	7	.....	Baltimore.	....	....
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	....	Marietta and Pittsburg:						
Regis. Bonds (")	1,000,000	7	"	"	1880	....	1st Mort. of Aug. 1, 1859 gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	....	Marquette and Ontonagon:						
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	97	1st Mortgage	150,000	8	June & Dec.	Boston.	1875	....
S. Fund Bonds (L.S. & M.S. 1,013m)	1,800,000	7	"	"	1879	....	Maryland and Delaware:						
Consol. M. reg. (")	3,099,000	7	J. A. J. O.	"	1900	101	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	60
Consol. M. coup. (")	1,334,000	7	Jan. & July.	"	1900	....	2d Mortgage	150,000	6	June & Dec.	"	1889	....
1st Mort. (M.S. & N. In. RR. 521m)	5,256,000	7	May & Nov.	"	1885	102	1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1890	....
2d Mort. (")	2,693,000	7	"	"	1877	98	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Junc. R.R. 49 1/2 m.)	115,000	7	June & Dec.	"	1872	....	Tenn. Loan	1,864,857	6	"	"	1890	....
S. Fund (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	"	1885	....	Memphis and Little Rock:						
M. of 66	864,000	7	April & Oct.	"	1886	....	1st Mort. (R.R. & 125,000 acres)	1,300,000	8	May & Nov.	New York.	1890	....
Mort. Bonds (Buff. & E.R.R. 88m)	100,000	7	June & Dec.	"	1870	....	Ark. State Loan	900,000	7	Jan. & July.	"	1890	58
Mort. Bonds (")	100,000	7	May & Nov.	"	1873	....	Memphis and St. Louis:						
Mort. Bonds (")	200,000	7	Jan. & July.	"	1882	....	1st Mort. (R.R. & 630,000 acres)	5,000,000	7	Jan. & July.	New York.	1901	....
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	Michigan Air Line (Mich. Cen.):						
Mort. Bonds (")	3,000,000	7	April & Oct.	"	1890	....	1st Mortgage, guaranteed	1,900,000	8	Jan. & July.	Boston.	1890	108
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	99	Michigan Central:						
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1890	....	1st Mortgage, sterling conv.	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (Seh. & Three Riv R.R.)	100,000	8	"	"	1887	....	1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mort. (Kal. & Schoolcraft R.R.)	100,000	8	"	"	1887	....	1st Mortgage, sinking fund conv.	2,294,500	8	"	"	1882	....
1st Mort. (Kal. Ail. & Gr. R. R.R.)	840,000	8	"	"	1888	....	1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	115
1st Mort. (Jamestown & Frank.)	500,000	7	"	"	var	85	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (")	500,000	7	June & Dec.	"	1894	....	2d Mort. (")	500,000	8	April & Oct.	"	1882	102
Lake Superior & Mississippi:							1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	"	1889	....
1st M.R.R. lands, &c., S.F. free gold	4,500,000	7*	Jan. & July.	New York.	1899	....	2d Mort. (")	70,000	8	Feb. & Aug.	"	1890	108
Lawrence (P. Ft. W. & Chi.):							1st Mort. (Det. Hills & Ind. R.R.)	1,080,000	8	June & Dec.	"	1890	89
1st Mortgage, guaranteed	380,000	7	Feb. & Aug.	Pittsburg.	1895	....	Michigan Southern & North Ind.:						
Leaven, Lawrence & Galveston:							1st Mortgage, Sinking Fund	5,256,000	7	May & Nov.	New York.	1885	102
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95	2d Mortgage	2,993,000	7	"	"	1877	96
Lehigh and Lackawanna:							Middletown, Unionville & W. Gap:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage	224,000	7	Jan. & July.	New York.	1890	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Midlin & Centre Co. (Pa. R. R.):							Newark, Somerset & Stralstville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$500,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	96	1st Mortgage.....	75,156	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Lows and Minn. Div.).....	3,783,000	7	Jan. & July.	"	1897	91	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cont.).....	207,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Lows & Dak.).....	1,008,000	8	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	7.3	Feb. & Aug.	"	1898	108	New H. Middle'n & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	100	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
Income Mortgage.....	1,191,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	1,500,000	6	Jan. & July.	"	1891	....
Milwaukee City Loan.....	200,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee and Western bonds.....	233,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	234,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Inc. branches assumed.....	35,539	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	New York.	1900	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7	"	"	"	1900	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	"	1900	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1864.....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton-Rouge & Vicksburg:						
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	New York.	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1866.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	2,000,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. RR & land U.P.S. Br. JSF	4,145,000	6	Jan. & July.	New York.	1869	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebbo & Nesho) S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1880.....	5,000,000	10	Jan. & July.	New York.	1899	93	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.C.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Cert. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Mobile L'n \$1,500,000 end. by Co.	1,500,000	8	"	"	"	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R. St.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	"	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	Mobile.	....	Bonds and mortgages for R. E.....	22,800	6	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	165,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	94
Mobile and Ohio:							1st Mort. (Huron Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" " ") J. F.	1,891,000	7	June & Dec.	"	1885	106
1st Mortgage.....Sterling	803,700	8	"	"	London.	1878	3d Mort. (" " ").....	180,000	7	May & Nov.	"	1875	108
Interest bonds (10 years).....	377,900	8	"	"	New York.	1883	Conv. B'ds (" " ").....	8,000	7	"	"	1867	....
Interest bonds 2d issue.....	377,900	8	"	"	"	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,400	6*	"	"	London.	1883	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufrata:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed.....	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	96
Montgomery & West Point (Wtn)							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1866.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1855, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	"	1870	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	"	1876	1st Mortgage.....	141,500	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	"	1881	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mortgage for \$5,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	New York.	1879	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	106	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	1st Mortgage.....	500,000	7	"	"	1889	....
Muscantine (South-Western):							Norfolk County (B. H. & Erie):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
Nashville and Chattanooga:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	23,000	6	"	"	"	1890	2d Mortgage for \$500,000.....	396,000	8	"	"	1877	....
Tenn. State Loan.....	150,000	6	"	"	"	1892	North Carolina:						
Tenn. State Loan (Casper Br.).....	245,000	6	"	"	"	1900	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Nashville and Decatur:							Mortgage Bonds.....	195,500	8	"	"	1877	....
1st Mort., Tenn. State Loan.....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
2d Mortgage.....	600,000	6	"	"	"	1870	North Eastern:						
Income Bonds (Tenn. and Ala.).....	200,000	10	April & Oct.	"	1887	....	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
Consols for \$2,100,000 (Tenn. & Ala.)	.....	7	"	"	"	1901	2d Mortgage.....	69,500	7	"	"	1868	....
National (N. Jersey).....							General Mortgage 1st Preference	773,000	7	"	"	1899	....
1st Mortgage for \$7,300,000.....	.....	7	"	"	New York.	1901	General Mortgage 2d Preference	141,500	7	"	"	1899	....
Naugatuck:							Funded Interest.....	117,495	7	"	"	1875	....
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	....						

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	96	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888		Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (T.p. after 5yrs)	3,000,000	10	"	"	1888		1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102	1st Mortgage	1,800,000	7	May & Nov.	New York.	1899	...
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
Northern Central:							1st Mortgage	1,500,000	7	"	"	1896	...
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		Penobscot and Kennebec (M. C.):						
2d Mortgage	2,500,000	6	Jan. & July.	"	1886	94	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	...
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	...
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868	2,019,000	6	"	"	1900	96	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	...
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880		Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	...
1st Mortgage	115,000	6	April & Oct.	Boston.	1874		Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	...
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878		2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900		1st Mortgage	1,500,000	7	April & Oct.	New York.	1900	...
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
3d Mortgage (")	140,000	6	"	"	1885	92	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed	100,000	6	"	New York.	1886	...
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877		Petersburg:						
Plain bonds	59,000	7	June & Dec.	"	1874		Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	...
Steamboat bonds	46,900	7	Feb. & Aug.	"	1870		Mortgage Bonds	26,500	7	"	"	1865	...
Construction bonds	250,000	7	Jan. & July.	"	1877		Mortgage Bonds	266,500	8	"	"	'79-'98	...
New bonds of 1870	22,000	7	"	"	1890		Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	...
1st Mortgage	100,000	7	Jan. & July.	New York	1890		1st Mortgage (Md. Div.)	300,000	6	"	"	1891	...
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6	May & Nov.	London.	1873		1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	90
1st Mortgage (") dollar	51,000	7	"	New York.	1873		2d Mortgage	3,000,000	7	Jan. & July.	"	1888	95
Ogdensburg and Lake Champlain:							3d Mortgage	3,598,000	6	"	"	1920	...
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869		1st Mortgage (Sunbury & Erie.)	1,000,000	6	April & Oct.	"	1877	100
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861		Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	...
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	...
1st Mortgage, (W. Div.)	850,000	7	"	"	1872		Debenture Loan of 1868	1,121,000	6	"	"	1893	84
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	88	Debenture Loan of 1870	2,625,000	7	"	"	1890	...
Income Mort., (W. Div.)	221,500	7	April & Oct.	"	1882		Mortgage Loan of 1857, conv.	143,500	6	"	"	1886	...
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882		Mort. Loans of 1843-44-48 & 49	1,521,000	6	"	"	1880	99
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	100	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Consolidated Mort. (sterling)	101,850	7	"	London.	1898		Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	...
Oil Creek and Allegheny River:							Sterling Loan of 1843	976,800	7	"	"	1889	...
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836	288,000	7	"	"	'72-'77	...
1st Mortgage	530,000	7	April & Oct.	"	1882		Philadelphia, Wilmington & Balt:						
1st Mortgage	200,000	7	June & Dec.	"	1871		Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	...
2d Mortgage	71,000	7	May & Nov.	"	1871		Plain Bonds	600,000	6	April & Oct.	"	1871	...
Consolidated Mortgage	819,000	7	"	"	1888	79	Plain Bonds	400,000	6	"	"	1876	...
Old Colony and Newport:							Plain Bonds	1,000,000	6	"	"	1887	...
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds	1,000	6	March & Sept.	"	1874	95	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Plain Bonds	485,000	6	April & Oct.	"	1875	96	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	74	...
Plain Bonds	1,000,000	6	March & Sept.	"	1876	96	Pittsburg & Connellsville (B. & O.):						
Plain Bonds	34,000	6	"	"	1884		1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	97
Omaha and Southwestern:							2d Lien Balt. Loan	1,000,000	6	"	"	1886	...
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	...
Orange, Alexandria & Manassas:							Real Estate Bonds	100,000	6	various.	Baltimore.	1883	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	83	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	...
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	...
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	84	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	...
Va. State Loan	249,962	7	"	"	1893		1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	...
Osage Valley & Southern Kansas:							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	...
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888		2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	102
Oswego and Rome (B.W. & O.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	...
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	...
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	...
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	1885	70-80	2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	...
2d Mortgage, guaranteed	375,000	7	"	"	1885		3d Mortgage	2,000,000	7	April & Oct.	"	1912	98
Ottawa, Osw. & Fox R.V. (O.B. & Q.):							Bridge (O. & P. R. R.) bonds	155,000	7	May & Nov.	"	1876	...
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...
Owensboro' and Russellville:							Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	"	1877	...
1st Mortgage	200,000	6	April & Oct.	New York.	1886		Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869	1,800,000	7	May & Nov.	New York.	1899	...
1st Mort., construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880		Portland and Kennebec:						
1st Mortgage	7,000,000	7	Jan. & July.	"	1880	100	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	...
Real Estate Bonds	500,000	10	various.	St. Louis.	var.		Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	...
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73		Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1895	...
Fama:							Portland loan	100,000	6	"	"	...	...
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872		Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	...	...
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875		Portland and Oxford Central:						
Sterling Bonds £297,800 at 4.85	3,899,330	7	"	"	1897		1st Mortgage of 1863	250,000	6	"	Portland.	1883	...
Faterson and Newark (Erie):							Port Royal:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885		1st Mort. s.k.g. f'd conv. gold	2,500,000	7	May & Nov.	Lond. & N.Y.	1880	...
Faterson and Ramapo (Erie):							Portsmouth, Gt. Falls & Conway:						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878		1st Mortgage	200,000	6	"	Boston.	1880	...
Pekin, Junc. & Decatur (T.W. & W.):							Potomac & Watertown (R.W. & O.)						
1st Mortgage	16,000pm	7	Feb. & Aug.	New York.	1901	88	1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	...
Pennsboro' & Hightstown (C. & A.):							Poukeepsie and Eastern:						
1st Mortgage	160,000	7	Jan. & July.	New York.	1877		1st Mort. conv. & tax free gold	800,000	7	Jan. & July.	New York.	1910	...
Pennsylvania:							Providence, Warren and Bristol:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	...
2d Mort. " Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1876	99	Quincy and Toledo (T. W. & W.):						
2d Mort. " " "	2,282,840	6	"	London.	1876		1st Mortgage, assumed	500,000	7	May & Nov.	New York.	1890	90
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	97	Quincy & Warsaw (C. B. & Q.):						
State lien on whole property	5,758,906	5	April & Oct.	Harrisburg.	'71-'90		1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1990	101
Debentures or Short Bonds		6	J. A. J. & O.	Philadelphia.	1871	var.	Raleigh and Gaston:						
Mortgages and ground rents	215,959	6	various.	"	var.		1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	8	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7	Jan. & July.	New York.	1900	....
1st Mort. (T. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-90	78 1/2	1st Mortgage.....	210,000	7	"	Philadelphia.	1890	....
4th Mortgage.....	64,500	6	"	Richmond.	73-76	71-76	Selma and Gulf:						
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	71-76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8	"	New York.	1890	....
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.E. tax free.	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868....gold	1,628,000	6	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensburg:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potadam & Watert.)	345,500	7	June & Dec.	"	72-74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871....gold	450,000	7	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	70	Domestic Bonds (H) 1866-67....	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-67....	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	88-91	....
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B.(K.C.St.J.&C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	82 1/2	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C.(E.D.112m.)	1,500,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1900	97 1/2	1st Mort., endor. by Ala., tax free	22,000 pm	8	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.)	5,500,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1900	97 1/2	South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1900	97 1/2	1st Mort. assumed by A. & P....	7,250,000	6	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	95
St. Louis, Alton and Terre Haute:							South Side (L. L.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	101	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91 1/2	1st Mort., consol. 1st pref.....	681,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	82	4th Mortgage, consol. 3d pref....	468,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed..... gold	16,000pm	7	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage.....gold	1,500,000	7	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	94 1/2	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$23,000,000 gold	.....	6	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed..... gold	1,020,000	6	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7	"	"	1890	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv..... gold	3,250,000	7	May & Nov.	New York.	94-96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	New York.	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	16,000pm	7	Jan. & July.	New York.	1890	....
1st Mort. of 1870..... gold	3,000,000	7	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1890	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	93	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	93	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	86
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	84	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	98	1st M. L. G. stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Wicomico and Pocomoke:						
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	93	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mort. (Wab. & West. 167 m.)...	1,500,000	7	"	"	1871	....	Williamston and Tarboro':						
Equip'm't Bonds (T. & W. 75m.)...	600,000	7	"	"	1883	87	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T. W. & W. 500 m.)...	2,700,000	7	F. M. A. & N.	"	1907	93	Wilm., Charlotte & Rutherford:						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	93	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	282,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:						
Troy, Salem & Rutland (R. & Sar.):							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
Troy Union:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	95
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	80
Union Pacific:							2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	93							
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:													
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....						
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....						
Union Pacific, E. D. (see K. Pac.):													
1st Mortgage, S. Br. (M. K. & T.):	4,145,000	6	Jan. & July.	New York.	1899	....						
Union and Titusville:													
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....						
Utica and Black River:													
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	....						
Vermont Central:													
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	80							
2d Mortgage.....	1,500,000	7	"	"	1891	30							
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	98							
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	98							
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80							
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	99							
Vermont and Massachusetts:													
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93							
Convertible tax free, bonds.....	200,000	7	"	"	1879	100							
Vermont Valley (Vt. Central):													
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....						
1st Mortgage.....	114,000	6	"	Boston.	1880	....						
1st Mortgage.....	293,200	7	"	New York.	1859	....						
Vicksburg and Meridian:													
General Mort., 1st series (red)...	722,500	7	Jan. & July.	Philadelphia.	1890	....						
" " 2d series (blue).....	850,000	7	"	"	1890	....						
" " 3d series (black).....	154,000	7	"	"	1890	....						
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....						
Special Loan.....	225,438	8	Jan. & July.	"	1880	....						
Vineyard:													
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....						
Virginia & Tennessee (A. M. & O.):													
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95							
2d Mortgage.....	4,000	6	"	"	1869	79							
3d Mortgage.....	990,000	6	"	"	1884	....						
Income Mortgage.....	113,000	6	"	"	1866	....						
4th Mortgage.....	846,000	8	"	"	1900	88							
Registered Certificates.....	116,129	8	"	Richmond.	1880	....						
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....						
Wallkill Valley (20,000 per mile):													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....						
Ware River (N. & N.):													
1st Mortgage for \$1,000,000.....	229,300	7	Jan. & July.	Boston.	1890	....						
Warren (D. L. & W.):													
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....						
Warwick Valley (Erie):													
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....						
Washington and Ohio:													
1st Mortgage 1888 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....						
Watertown & Rome (R. W. & O.):													
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....						
Sinking Fund.....	796,900	7	"	"	1880	....						
Westchester and Philadelphia:													
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	102							
3d Mortgage (8s compromised)...	557,400	6	April & Oct.	"	1878	....						
Western Alabama:													
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....						
1st Mortgage (before consol.)...	600,000	8	"	"	1888	....						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....						
Western (B. & Albany):													
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871	....						
Albany Loan (A. & W. Stockb'dge)	500,000	6	Jan. & July.	Boston.	1876	....						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	97							
Western Maryland:													
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	89							
2d Mortgage preferred.....	600,000	6	"	"	1890	77							
Bonds endorsed by Balt.....	600,000	6	"	"	1890	95							
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	96							
Western North Carolina (R.D.):													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....						
Western Pennsylvania (Penn.):													
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	83							
1st Mortgage (Pittab. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						
							Western Union (M. & St. P.): </						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," a dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "T."

Abstract of General Balance Sheet.																									Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Property and Assets.										Liabilities.										Operations.				Earnings.		Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Rolling Stock.										Accounts and Cash.										Railroad Operated.										Carried one mile.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Engines.										Bonds.										Trains Moved.										Passengers.				Freight.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Pass.										Surplus Income.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Freight.										Stocks.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Car.										Accounts.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Main Line.										Accounts.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Branch Line.										Accounts.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
2d Track and Sidings.										Accounts.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Years ending.										Accounts.										M.										Tons.				Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Sept. 30, 1870	1870	600	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Dec. 31, 1870	1871	1872	72.0	3.7	30.0	6	4	2	108	80	51.1	187.0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1
---------------	------	------	------	-----	------	---	---	---	-----	----	------	-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "§."

Abstract of General Balance Sheet.																													
Railroad.				Rolling Stock.				Property and Assets.				Liabilities.				Railroad Operated.		Operations.		Earnings.		Value of Shares.							
Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Pass.		Freight.		Cars.		Trains Moved.		Carried one mile.		Gross.		Net.		Dividends.		Par.		p.c.	
M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	
May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870		May 31, 1870	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1	
10.1		10.1		10.1		10.1		10.1		10.1		10.1		10.1															

Dec. 31, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243</
---------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

Oct. 31, 1870	54.0	7.0	13	5	1,288,539	186,213	1,289,150	57,000	115,985	64.0	202,479	207,264	72,103	50
Feb. 28, 1871	80.0	6.0	13	5	1,811,863	105,220	1,289,150	210,000	115,985	80.0	(Under construction.)	470,323	189,509	4
Apr. 30, 1871	40.0	6.0	13	5	1,640,000	1,000,000	1,000,000	640,000	640,000	60.0	(Under construction.)	—	—	100
Apr. 30, 1871	60.0	2.0	13	5	1,600,000	800,000	800,000	800,000	800,000	60.0	(Under construction.)	—	—	100
Dec. 31, 1870	61.5	3.0	13	5	899,052	796,830	796,830	796,830	796,830	60.0	(Under construction.)	—	—	100
Dec. 31, 1870	22.0	9.2	20	4	8,000,000	11,000,000	11,000,000	11,000,000	11,000,000	28.0	(Under construction.)	373,666	101,671	6
Dec. 31, 1870	43.5	4.5	4	2	1,600,000	700,000	700,000	700,000	700,000	43.5	(Under construction.)	77,924	11,969	100
Nov. 30, 1870	45.0	2.0	4	2	1,357,857	720,000	720,000	720,000	720,000	45.0	(Under construction.)	9,626	37,090	100
Nov. 30, 1870	21.0	2.0	4	2	1,357,857	720,000	720,000	720,000	720,000	21.0	(Under construction.)	100,000	100,000	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.8	(Under construction.)	301,428	111,628	100
Dec. 31, 1870	101.8	10.0	12	4	1,788,000	2,000,000	2,000,000	2,000,000	2,000,000	101.				

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	7	150
Atlantic & St. Lawrence* guar.	2,494,000	4	4	74
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	75
Blossburg and Corning,* guar.	250,000	6	6	75
Boston, Concord and Montreal, pref.	1,840,000	6	6	80
Buffalo, N. York and Erie,* guar.	980,000	7	7	74
Burden and Atlantic, pref.	753,695	7	7	91
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	7	9	7
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	39
Central Ohio, preferred.	400,000	7	7	39
Chehennem,* guar.	380,000	8	6	56
Cheshire, preferred.	2,017,815	7	10	121
Chicago and Alton, pref.	2,425,400	7	10	52
Chicago, Iowa and Nebraska,* guar.	2,600,000	7	10	52
Chicago and Northwestern,* pref.	20,370,283	7	7	91
Cleveland and Mahoning,* guar.	2,056,000	7	7	7
Cleveland and Toledo,* guar.	6,250,000	7	34	7
Cochecho, preferred.	177,750	8	7	7
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	7
Delaware,* guaranteed.	594,261	6	6	7
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	7	7
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	7
Eastern (N. H.),* guaranteed.	492,500	8	8	7
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	7
Elmira and Williamsport,* guar.	500,000	5	5	7
Elmira and Williamsport,* preferred and guaranteed.	500,000	5	5	7
Erie, preferred	8,536,910	7	7	84
Evansville and Crawfordville pref.	100,000	7	7	79
Hannibal and St. Joseph, pref.	5,075,224	7	7	77
Harriburg and Lancaster,* guar.	1,182,550	7	7	7
Housatonic, preferred	1,180,000	8	4	7
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	26
Joliet and Chicago,* guar.	1,600,000	7	7	7
Joliet and Northern Indiana,* guar.	300,000	8	8	7
Lackawanna and Blossburg, pref.	600,000	7	7	7
Leeds and Farmington,* guar.	2,646,100	7	6	121
Little Schuylkill,* guar.	2,646,100	7	7	7
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87
Marietta and Cincinnati,* pref.	6,886,135	6	8	28
" " 2d pref.	4,051,744	6	8	14
Manchester and Lawrence*	1,000,000	7	7	77
Michigan Southern, guaranteed.	586,800	10	10	7
Mill Creek and Mine Hill,* guar.	323,375	10	10	7
Milwaukee and St. Paul, preferred.	9,744,268	7	7	7
Mine Hill and Schuylkill Haven,* guaranteed.	3,776,000	8	8	7
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	7
New Haven and Northampton*	1,844,000	11	11	7
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	7
North Eastern (S. C.), preferred.	155,000	8	8	7
Ogdensburg and L. Champlain, pref.	1,037,000	8	7	102
Ohio and Mississippi, pref.	3,500,000	7	8	72
Paterson and Hudson,* guar.	630,000	8	8	7
Paterson and Ramapo,* guar.	248,000	5	5	7
Peoria and Bureau Valley,* guar.	1,200,000	6	6	7
Philadelphia and Erie,*	5,996,700	7	7	7
Philadelphia and Reading, pref.	1,551,800	10	10	7
Philadelphia and Trenton,* guar.	1,099,720	10	10	7
Pittsfield and North Adams,* guar.	450,000	6	6	7
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	7
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	7
Portsmouth and Concord*	350,000	7	7	7
Richmond, Fredericksh. & Potomac, guaranteed.	142,900	7	7	7
Rochester and Genesee Valley*	557,500	7	7	7
Rutland, preferred.	7	7	7	62
St. Louis, Alton & T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,546	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	48
Shamokin Valley & Pottsville,* guar.	860,450	5	5	48
Fol. "Peoria & Warsaw 1st pref.	1,700,000	7	7	7
" " 2d pref.	1,308,000	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	7
Vermont and Canada,* guar.	2,500,000	8	8	7
Warren,* guar.	1,408,300	7	7	7
White Mountains,* guar.	200,000	5	5	7
Wrightv., York & Gettysburg,* pref.	317,050	5	2	7
CANAL STOCKS:				
Delaware Division,* guar.	1,635,350	8	8	7
Morris, preferred.	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	81
Union, preferred.	7	6	7	1
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	7	6	7	7
Delaware Mining, pref.	5,774,400	7	7	7

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Fig. #7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 8¢; Scrap Wrought, \$5 per ton.

Fig. Scotch, No. 1.....	per ton 46	@ 52
Fig. American, No. 1.....	62	@ 53
Fig. American, No. 2.....	60	@ 51
Fig. American, Forge.....	48	@ 49
Bar, Swed., English and American.....		@ 115
Bar, Swedes, assorted sizes.....(gold).	85	@ 100

	STORE PRICES.	
Bar, Sweder.....	126	@ 135 -
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq.-1 to 6 in.		
$\frac{1}{2}$ to 1 in.....	110	@ - -
Bar, Refined, $\frac{1}{4}$ to 6 by $\frac{1}{2}$ & 5-16 & $\frac{3}{4}$ to		
2 $\frac{1}{2}$ rd. & sq.....	115	@ - -
Bar, Refined, 1 & $\frac{1}{2}$ by $\frac{1}{2}$ & 5-16.....	117	50 @ - -
Large Round.....	122	50 @ 127 50
Scroll.....	122	50 @ 152 50
Ovals and Half-round.....	127	50 @ 137 50
Band.....		@ 122 50
Horse Shoe.....	120	@ 130 -
Rods, $\frac{1}{2}$ @-16 inch.....	115	@ 155 -
Hoop.....	135	@ 177 50
Nail Rod.....		@ - -
Sheet, Russia, as to assortment.....(gold)		@ - 181
Sheet, Single D. and T. Common.....	64	@ - 74
Sheet, Doubles and Trebles, Charcoal.....	74	@ - 83
Sheet, Galvanized.....	List. 15 per ct.disc.	
Rails, English.....(gold)..... per ton	72	@ - 74
Rails, American, at Works in Penna. e'y.....	85	@ - 90
Anvils, (Hagie).....per lb.curey.....	9	@ - -

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11.3 cents per lb.; over 11 cents, 34 cents per lb., and 10 per cent ad val. (Store prices).	
English, Cast., (2d and 1st quality), per lb.	16 1/2 @ 14
English, Spring (2d and 1st quality).....	9 @ 10
English Blast (2d and 1st quality).....	11 1/2 @ 16
English Machinery.....	11 1/2 @ 134
English German (2d and 1st quality).....	11 1/2 @ 12
American Blister.....	@ 12
American, Cast, Tool.....	15 @ 16
American, Spring.....	9 @ 11
American Machinery.....	10 @ 104
American German.....	@ 11

NAILS—Durr: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad-val. (Cash).	
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— @ 5 75
Cut, 8d. and 9d.	— @ 6 —
Cut, 6d. and 7d.	— @ 6 25
Cut, 4d. and 5d.	— @ 6 50
Cut, 3d.	— @ 7 25
Cut, 2d and 3d. Fine.	— @ 8 —
Cut Spikes, all sizes.	— @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, Kegs	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)....per lb.	— 21 @ — 33
Copper	— @ — 45
Yellow Metal	— 30 @ — 32

TIN-DUTY: Fig. Bars and Block, 15 per cent. ad val.				
Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.				
		(gold.)	per lb.	— @ — 48
Banca.....		(gold.)	per lb.	— @ — 48
Straits.....		(gold.)	per lb.	— 384 @ — 364
English.....		(gold.)	per lb.	— 384 @ — 364
Plates—Fair to good brands..... Gold..... Currency.....				
L. C. Coalbrook.....	per box	13 50	13 75	@ 15 50
L. C. Coalbrook.....	12 25	@ 12 75	13 75	@ 15 50
Coke Thorne.....	10 50	@ 10 75	12 50	@ 12 50
Coalbrook Terne.....	12	@ 13	14	@ 15

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents		
	per gallon.	
Crude, 46 @ 48 gravity (in bulk).....	— 124	@ — 124
Crude, 46 @ 47 gravity (in shipping order) ..	— 124	@ — 124
Refined, Standard White (in ship's order).....	— 124	@ — 124
Refined, S. W. (in jobbing lots).....	— 124	@ — 124
Refined, S. W. (in tin).....	— 27	@ — 27
Naphtha, Refined, (65 @ 73 gravity).....	— 16	@ — 16
Residuum.....	per bbl.	4 — 4

COPPER—DUTY: Pig, Bar and Ingot, 5 ; Old Copper, 4 cents per lb. ; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz., per lb.)	@ 43
Copper, Bolts	@ 45
Copper, Braziers' (over 16 oz.)	@ 46
Copper, Nails	@ 45
Copper, New Sheathing, &c., mixed lots	28 @ 28
Copper, Chile Pig	32 @ 33
Copper, American Ingot	32 @ 30
Yellow Metal, New Sheathing and Bronze	@ 30
Yellow Metal, Bolts	@ 32
Yellow Metal, Nails	30 @ 32

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents	
per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....(gold) per 100 lb.—	@ 6 62½
German.....(gold).....	@ 6 62½
English.....(gold) 6 62½.....	@ 7 12½
Bar.....	@ 8 75
Pipe.....	@ 11—

Sheet..... @11
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.
COAL—Duty: Bituminous, \$1.25 per ton of 28 bushels
30 lb. to the bushel; Anthracite, FREE; other, 40 cents
per 28 bushels of 80 lb. to the bushel.
Newcastle Gas..... per ton of 2240 lb. — @ 8
Liverpool Gas Cannel..... @12
Liverpool House Cannel..... @19
Anthracite..... per ton of 2000 lb. 4 — @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Canton Co.....	101	100	101	100	100	99
Central Pacific 6s.....	105	104	104	104	104	104
Central of N. Jersey.....	109	109	110	110	110	110
Chicago & Alton.....	pref.	.....	.....	.....	.....	.....
.. 1 M.....	.....	105	106	106	.....	.....
.. S. F.....	.....	105	106	106	.....	.....
.. Inc. bds.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	.....	.....	.....	.....	.....	.....
.. 8s, 1883.....	.....	.....	.....	.....	.....	.....
Chic. & Northwestern 7 1/2.....	71 1/2	71 1/2	72 1/2	73 1/2	73 1/2	72 1/2
.. pref.....	.....	.....	.....	91	.....	.....
.. 1 M.....	101 1/2	101	.....	100 1/2	.....	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Consol.....	97 1/2	.....	97	.....	.....	.....
Chic., Rock Isl. & Pa.....	110	110 1/2	111 1/2	111	111	111
Chi., R. I. & Pa. 7s, 1896.....	110 1/2	110 1/2	111 1/2	104 1/2	104 1/2	.....
Clev., Col., C. and Ind.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Clev. & Pittsburg guar.....	91 1/2	91	91 1/2	.....	91 1/2	91 1/2
.. 2 M.....	.....	.....	.....	.....	.....	.....
.. 3 M.....	.....	.....	.....	87	.....	.....
.. 4 M.....	.....	.....	.....	.....	.....	.....
Clev. and Toledo.....	.....	.....	.....	.....	.....	.....
.. S. F. 7s.....	34 1/2	34 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Col., Chi., & Ind. C.....	91	91 1/2	.....	.....	.....	.....
.. 1 M.....	75 1/2	.....	79 1/2	.....	.....	.....
.. 2 M.....	.....	.....	.....	121 1/2	105 1/2	.....
Del. & Hudson Canal.....	107	107 1/2	107 1/2	107 1/2	105 1/2	.....
Del. Lack. & Western.....	1 M 7s.....	.....	.....	.....	.....	.....
.. 2 M 7s.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City.....	53 1/2	52 1/2	55 1/2	55 1/2	56 1/2	57 1/2
Erie Railway.....	pref.	79 1/2	79	.....	.....	.....
.. 1 M. 7s, 1897.....	.....	102	.....	.....	.....	.....
.. 2 M. 7s, 1879 102.....	.....	102	.....	.....	102 1/2	.....
.. 3 M. 7s, 1883.....	95 1/2	95	.....	95 1/2	95	.....
.. 4 M. 7s, 1880 95 1/2.....	95 1/2	95	.....	95 1/2	95	.....
.. 5 M. 7s, 1888.....	.....	.....	.....	.....	.....	.....
Great Western 2d mort.....	40 1/2	40	40	40 1/2	41 1/2	.....
Hannibal & St. Joseph.....	pref.	77 1/2	.....	.....	.....	.....
.. 8s, conv. 92.....	.....	92	.....	.....	92	.....
Hudson River.....	2 M. S. F.....	103 1/2	.....	.....	.....	.....
.. 3 M. 7s, 1875.....	110 1/2	.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	137	.....	.....	.....
.. bonds.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. S. P. 95 1/2.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Lake Shore Div. bonds 97.....	97	97	97	97	97	97
Marietta & Cin. 1st pref.....	2d pref.....	.....	.....	.....	.....	.....
Michigan Central.....	119 1/2	.....	.....	.....	.....	.....
.. S. F. 8s, 1882.....	.....	.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F.....	2 M.....	.....	102	.....	.....	.....
Mariposa Mining Co.....	pref.	.....	.....	.....	.....	.....
Milw. and St. Paul.....	53	53	53 1/2	54 1/2	53 1/2	54
.. pref.....	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
.. 1st mort.....	95	95	95	95 1/2	95	95
.. 2d mort.....	.....	.....	.....	.....	.....	.....
.. 8s.....	73-10s con.....	97 1/2	98	.....	.....	.....
Missouri 6s.....	H. & St. J. 1ss.....	94	.....	.....	.....	95
Morris and Essex.....	1st mort.....	106	.....	.....	.....	93
.. 2d mort.....	100 1/2	100 1/2	100 1/2	100 1/2	106	106
New York Central.....	7s, S. F. 1876 103.....	.....	.....	.....	.....	.....
.. 6s, S. F. 1883.....	94	93	.....	.....	.....	.....
.. 6s, S. F. 1887.....	94	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
N. Y. Cen. & Hud. Riv. 98 1/2.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. certificates 97 1/2.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
N. York and Harlem.....	120	116 1/2	116	116	.....	135
.. pref.....	1 M. 7s, 1873 100 1/2.....	.....	.....	.....	.....	.....
N. Carolina 6s, old.....	.....	33	35	35	35	35
.. new.....	.....	.....	22	.....	.....	.....
Ohio and Miss.....	44 1/2	45	45 1/2	45 1/2	45 1/2	45 1/2
.. pref.....	.....	.....	75	.....	.....	.....
.. 1st M.....	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co.....	69	69	69 1/2	71 1/2	72 1/2	73 1/2
Panama.....	115	.....	.....	.....	.....	.....
Phila. and Reading.....	.....	.....	.....	.....	.....	93
Pitta., Ft. W. & Chl. gtd.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	106 1/2	.....	.....	.....	.....
.. 2 M.....	.....	102	.....	102 1/2	.....	.....
.. 3 M.....	.....	.....	.....	.....	.....	87
Quicksilver Mining Co. 41.....	40	.....	39 1/2	40	40 1/2	.....
St. L., Alton & T. H.....	pref.	97 1/2	.....	.....	.....	.....
.. 1 M.....	.....	.....	100	101	.....	.....
.. 2 M. pref.....	91 1/2	.....	.....	.....	.....	82
.. Income bds.....	.....	.....	.....	.....	.....	.....
Tennessee 6s, old.....	73 1/2	75	75	75	75	75
.. new.....	75	75	75	74 1/2	74 1/2	74 1/2
Tol., Wab. & Western.....	75	75 1/2	75 1/2	75	75 1/2	75 1/2
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	98 1/2	98 1/2	.....	.....	.....
.. 2 M.....	.....	98 1/2	98 1/2	.....	.....	.....
.. Equipment.....	.....	93 1/2	93 1/2	.....	.....	87
.. St. Lou. Div.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	37 1/2	38	38	38	38	37 1/2
.. 1st mort.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. L. Gt. 7s.....	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
.. Inc. 10s.....	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
Virginia 6s, old.....	.....	.....	.....	.....	55	55
.. new.....	.....	.....	.....	.....	.....	.....
.. consol.....	.....	.....	.....	.....	.....	.....
.. def. cert.....	.....	.....	.....	.....	.....	.....

New York Stock Exchange.

Actual Sale Prices for the week ending June 26.

Th.20. F.21. Sat.22. M.24. Tu.25. W.26

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110
U. S. 5s, 1881, reg.	112	112	112	112	112
U. S. 5s, 1881, coup.	112	112	112	112	112
U. S. 6s, 1881, reg.	114	114	114	114	114
U. S. 6s, 1881, coup.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1862.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1865.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1866.	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65.	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65.110	114	114	114	114	114
U. S. 6s, 5-20s, c. 1867.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1867.114	114	114	114	114	114
U. S. 6s, 5-20s, c. 1868.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1868.114	114	114	114	114	114
U. S. 6s, Pac.R.R. issue.114	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 25.

W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Catawissa preferred	96	96	96	96	96
Camden and Amboy	96	96	96	96	96
.. 6s, 1875	96	96	96	96	96
.. 6s, 1883	96	96	96	96	96
.. 6s, 1889	96	96	96	96	96
.. mort. 6s, '89	96	96	96	96	96
Elmira & Williamsport	96	96	96	96	96
.. pref.	96	96	96	96	96
.. 7s	96	96	96	96	96
Lehigh Navigation	44	44	44	44	44
.. 6s, 1884	92	92	92	92	92
.. Gold L.	93	93	93	93	93
.. R. R. L.	95	95	95	95	95
.. Conv. L.	90	90	90	90	90
Lehigh Valley R.R.	60	60	60	60	60
.. 6s new coup.	98	98	98	98	98
.. 6s new reg.	98	98	98	98	98
Little Schuylkill R.R.	48	48	48	48	48
.. 7s	55	55	55	55	55
Minehill	55	55	55	55	55
Morris Canal	97	97	97	97	97
.. pref.	97	97	97	97	97
North Pennsylvania	97	97	97	97	97
.. 6s, 1880	97	97	97	97	97
.. 7s	97	97	97	97	97
.. 10s, 1887	97	97	97	97	97
Northern Central	40	40	40	40	40
Oil Creek & Alleg. Riv.	39	39	39	39	39
.. 7s	79	79	79	79	79
Pennsylvania R.R.	50	50	50	50	50
.. 1st M.	102	102	102	102	102
.. 2d M.	99	99	99	99	99
.. Gen. mort.	97	97	97	97	97
.. reg.	96	96	96	96	96
Penn. State, 6s, 1st series	102	102	102	102	102
.. 6s, 2d series	106	106	106	106	106
.. 6s, 3d series	106	106	106	106	106
Philadelphia City, 6s	96	96	96	96	96
.. new	100	100	100	100	100
Philad., Germ. & Nor.	88	88	88	88	88
Phila. & Reading	62	62	62	62	62
Philadelphia and Erie	61	61	61	61	61
.. 6s	94	94	94	94	94
.. 7s	94	94	94	94	94
Phila., Wilm. & Balt.	94	94	94	94	94
Schuylkill Navigation	15	15	15	15	15
.. pref.	15	15	15	15	15
.. 6s, 1882	78	78	78	78	78
.. 6s, 1876	82	82	82	82	82
.. 6s, 1872	82	82	82	82	82
United Co. of N. Jersey	128	128	128	128	128
Hestonville, (Horse)	20	20	20	20	20
Chestnut & Wal.	65	65	65	65	65
Green & Coates	66	66	66	66	66
2d and 3d streets	65	65	65	65	65
Spruce and Pine	65	65	65	65	65
13th and 15th sts.	65	65	65	65	65

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 26.

W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Baltimore City 6s, 1875.	99	99	99	99	99
.. 1886	99	99	99	99	99
.. 1890	98	98	98	98	98
.. 1884	99	99	99	99	99
.. 1900	99	99	99	99	99
Balt and Ohio	99	99	99	99	99
.. bonds, 1875.	99	99	99	99	99
.. 1880. 98	99	99	99	99	99
.. 1885.	99	99	99	99	99
Marietta & Cin. 1st M.	99	99	99	99	99
.. 2d M.	90	90	90	90	90
.. 3d M. 8s.	84	84	84	84	84
Northern Central	39	39	39	39	39
.. bonds, 1885.	39	39	39	39	39
.. 1900.	88	88	88	88	88
Pittab. & Connellsv. 7s.	96	96	96	96	96
N. W. Va. 1st mort.	97	97	97	97	97
.. 2d mort.	97	97	97	97	97
.. 3d mort.	97	97	97	97	97
Virginia 6s, Consol.	55	55	55	55	55
.. Defer. Certif.	55	55	55	55	55
City Passenger R.R.	25	25	25	25	25

Boston Stock Exchange.

Actual Sale Prices for the week ending June 26.

Th.20. F.21. Sat.22. M.24. Tu.25. W.26

Boston and Albany	148	148	148	148	148
Boston and Lowell	138	138	138	138	138
Boston and Maine	138	138	138	138	138
Boston and Providence	160	160	160	160	160
Boston, Hartford & Erie	64	64	64	64	64
.. 7s, new	41	40	42	42	42
Cheshire, pref.	105	105	105	105	105
Chl. Burl. & Quincy	132	132	132	132	132
Concord	105	105	105	105	105
Connecticut River	105	105	105	105	105
Eastern	105	105	105	105	105
Fitchburg	105	105	105	105	105
Manchester & Lowell	105	105	105	105	105
Michigan Central	119	119	119	119	119
Northern, N. H.	115	115	115	115	115
Ogdens. & Lake Champt	87	83	84	84	84
.. pref.	110	109	110	110	110
Old Colony & Newport	110	109	110	110	110
Ph. W. & Baltimore	54	54	54	54	54
Port'd. Saco & Ports	128	128	128	128	128
Union Pacific	128	128	128	128	128
.. 6s	84	84	84	84	84
.. Land Grant 7s	84	84	84	84	84
.. Income 10s	84	84	84	84	84
Vermont & Canada	93	93	93	93	93
Vermont & Mass.	93	93	93	93	93
South Boston (Horse)	104	104	104	104	104
Cambridge	72	72	72	72	72
Metropolitan	72	72	72	72	72
Middlesex	72	72	72	72	72
Central Mining Co.	13	13	13	13	13
Copper Falls	13	13	13	13	13
Franklin	13	13	13	13	13
National	11	11	11	11	11
Pewabic	55	54	54	54	54
Quincy	55	54	54	54	54

London Stock Exchange.

Closing Prices.

June 7. June 14.

Atl. & Gt. West. N. Y. sec. 7 per ct	74	77	74	77
1st mort. 1880.	63	65	63	65
Do. do, 2d mort., 1881.	38	39	38	39
Do. Penn., 1st mort., 1877.	99	101	99	101
Do. do, 2d mort., 1882.	89	90	89	90
Do. Consol. 7 per cent. mort. 1890.	75	77	75	77
Detroit and Milwaukee 1st mort. 7s.	75	77	75	77
Do. 2d mort. 8 p. c.	75	77	75	77
Erie shares 100 dol. all paid.	49	50	49	50
Do. sterlg. 6 p. c. convertible bonds	93	95	93	95
Illinois Central, 6 per cent., 1875.	49	50	49	50
Do. Redemption mort. bonds 6 p. c. 110	102	100	102	100
Do. 100 dol. shares, all paid.	109	110	109	110
Marietta and Cincinnati 7s.	82	85	82	85
Michigan Central 8s, conv. 1869	90	100	90	100
Panama 2d mort. 7s, 1872.	87	90	87	90
Panama General mort. 7s, 1897.	99	101	99	101
Penn. R. R. bonds, 2d mort. 6 per ct.	99	101	99	101
Do. General mort. 6 p. c. 1910.	96	97	96	97
Do. \$50 shares	46	48	47	49
Philadelphia and Erie 1st mort. 1881.	96	98	96	98
Do. with option to be paid in Phila.	96	98	96	98

American Railroad Journal.

Saturday, June 29, 1872.

Stock Exchange and Money Market.

Money has been offered quite freely, by the banks as well as by private lenders, and rates have been quoted easier, both on call, and in the discount form. The demand for aid from speculative sources has been much less urgent. The local inquiry for mercantile purposes has been quite moderate. There has been more demand noted from the interior, for funds, to move forward the new wool clip, and this drain has had a perceptible influence on the reserve averages of the city banks. Call loans have been quoted at from 3@5, generally 4@5, and choice to very good discounts at 5½@7½ per cent. per annum. Toward the close, there was rather more animation, in the market, due, in part, to the active preparations for July disbursements of interest and dividends which promise to be unusually liberal, and which in July will undoubtedly operate in favor of an easy money movement. The U. S. Sub-Treasury office again reduced its coin balance about half a million and enlarged its currency nearly 1½ millions. The city banks added to their loan and discount average over four millions during the week, and increased their outstanding circulation

slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$9,866,536, and a coin reserve of \$48,537,405.

The city banks, in their latest return, show a reduction of \$1,495,100 of legal tender notes, \$387,700 of specie, and \$64,300 of deposits, with an addition of \$4,042,500 to their loan and discount averages, and \$8,800 to their item of circulation. The city bank exchanges, last week, averaged 97½, and thus far, this week, about 93½ millions daily. The banks now hold \$9,726,625 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$19,912,200, against \$14,015,216 same time last year. The city bank deposits are now \$228,931,000 against \$243,521,513, week ending June 24, 1871. The legal tender reserve amounts to \$53,929,400, against \$71,361,168 same time last year. The circulation now stands at \$27,528,100 against \$30,560,606 same time last year. The loans are now \$292,806,800 against \$293,979,645 at this date last year.

The coin reserve of the city banks is now about 19½ millions as against about 28½ millions on the 6th of January; the legal tender reserve is about 54 millions against \$46,616,000 on the statement of February 10th.

Government revenues have been yielding rather less satisfactorily since our last. The excises yielded within the week about three millions, and thus far since July 1, 1871, \$128,242,930. The customs at the port of New York last week were \$1,504,410; at the outports, equal to about \$500,000 all in coin, or coin certificates.

Telegrams from Albany state that the new State Loan was awarded at 107 to 107½.

The Treasury Department, on Tuesday, controlled a coin reserve of \$85,000,000, (including \$26,000,000 represented by outstanding coin certificates) and a currency balance of \$9,000,000.

Gold has been in better supply in the open market and easier as to price, on a much lighter movement, both on speculative account, and in the export line. The customs call has also been on a restricted scale.

The Treasury Department ordered the prepayment of the July Gold Interest on the Public Debt to be commenced on Wednesday, June 26. The amount to be paid out at all the Government Offices on the July account this year is \$26,546,213.

The range of the price during the week has been from 113@113¼ and the closing quotation on Wednesday was 113½ against 113½ the preceding Wednesday. The specie outflow last week, was \$753,243. The Gold Exchange Bank clearances have averaged about 39½ millions per day during the week.

The specie exports from this port on Wednesday were only \$281,030.

The customs demand for Gold last week, averaged \$276,670 a day; thus far, this week, it has averaged \$330,000 a day, or equal to a weekly aggregate of \$1,980,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$19,158, and since Jan. 1, 1872, \$732,076, against \$3,167,507 same time in 1871. The total customs revenue of the Government, in

coin, at this port, from July 1, 1871, has been \$151,811,700 against \$145,335,323 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 22, 1872, \$76,455,716, against \$85,524,679 same time in 1870-'71.

The export drain of specie was \$753,243 last week, against \$2,464,430 same week preceding year. The shipments since July 1, 1871, have been \$56,239,548 against \$81,718,748 same time in 1870-'71.

Foreign Exchange has been offered less freely and has been in rather more confident demand at steadier rates. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110½@110¾.

The produce exports from this port, week ending with June 25, were to the currency value of \$4,817,307.

There has been a fair investment business reported, since our last, in Government securities, at generally firm prices. The offerings of bonds of all issues have been on a restricted scale. On Wednesday, government bought in \$1,084,400 of Five-Twenties at 113 08@113 24, out of an aggregate offering of \$1,834,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119½@120½; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114@114¼; U. S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 114½@115½; U. S. Five-Twenties of 1865 consolidated, 116½@116¾; U. S. Five-Twenties of 1867, 117½@117¾; U. S. Five-Twenties of 1868, 117½@117¾. U. S. Ten-forties at 111¼@111½; U. S. Fives of 1881 (Funding Loan) 112½@112¾; Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 12.	June 19.	June 26.
Consols	92¾	92½	92¾
U. S. 5-20's of 1862..	90¾	91	91
U. S. 5-20's, 1865....	91¾	91¾	92
" 1867	93¾	91¾	91½
" 10-40s	89½	89¼	89¼
New Fives of 1881....	89¾	89¾	89¾
Erie	48½	42¼	46½

State bonds have been less inquired for, and irregular in price.

The investment inquiry for the better class of Railway bonds has been fair, and values have been well supported. Central Pacific Sixes have been in fair request at 104½@105. Chesapeake and Ohio have been in fair demand at 94 per cent. and accrued interest. It is stated that nearly five thousand men are now employed for the completion of the small unfinished portion of this road, and that it will undoubtedly be entirely prepared for business through the entire length from tidewater to the Ohio Valley, in October next.

Among the passengers who returned by the Russia from Europe, was Mr. James A. Garland, of the New York House of the Messrs. Jay Cooke & Co., who comes home in fine health, and spirits, to the satisfaction of his many friends in this city.

Railway and Miscellaneous share property has been moderately active, but quite irregular as to price, the later dealings indicating, however, a steadier movement.

The Stock and Cotton Exchanges have decided,

by vote, to adjourn from Wednesday July 3, to Monday July 8, in view of the occurrence of the great national anniversary on the intervening Thursday.

There has been rather more animation in the line of Metals. Ingot Copper has been held with a fair show of confidence, on lighter offerings and a moderately active inquiry; sales 350,000 lbs. at 34c@34¼c. cash, and 34¼c.34½c. for forward delivery. Scotch Pig-iron has been in more request at about previous figures, with sales reported of 800 tons Glengarnock, at \$47@49; 200 tons Gartsherrie, and 100 tons Coltrass on private terms. American Pig iron has been more sought after and quoted stronger in price, with sales of 400 tons Allentown at \$53 for prompt, and \$52 for November delivery, mainly the latter. Iron Rails have been held firmly, though not active. There has been very little call for Lead Spelter or Zinc, prices of which remain nominally as last quoted. Pig Tin, though quiet, has been steady in price; 100 slabs Straits were sold at 37¾c., gold, per lb. Tin Plates have been quite brisk, the demand having been partly speculative, and prices closing steadier and in favor of holders, with sales reported of 6,000 boxes Charcoal, deliverable after Aug. 1, at \$12 75, with holders asking for early deliveries \$13 25@13 50; 1,000 boxes Charcoal Terne, deliverable after Aug. 1, at \$11 12½ held for early delivery at \$11 25@11 50; 2,000 boxes Coke, deliverable in August, on private terms, with prompt deliveries quoted at \$12@12 25 as the asking rates; 1,000 boxes B. C. Coke Terne, August delivery, at \$9 75, and 1000 boxes Coke, diamond Y brand, at \$11, all gold rates.

General business has been fairly active, more especially in the leading kinds of domestic produce. Flour, Wheat, Rye and Oats, declined in price. Corn was steadier toward the close. Lard and Butter firmer. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,655,928 bales, against 3,863,555 bales same time in the preceding year; exports 1,898,223 bales against 3,045,277 bales in the previous year; stock at the ports at latest dates, 152,777 bales against 207,494, bales same date 1871.

At the Live Stock Markets, Beeves have been in less request at 10@13¼ cts.; Veals at 5@9¼ cts.; Sheep at 5@6¾; Lambs 7@12 cts.; Swine, dull at 4¾@4½ cts. per lb., all live weight. The week's receipts were 9,491 Beeves, 3,620 Veal Calves, 22,655 Sheep and Lambs; and 44,217 Swine.

Foreign goods have been in rather slack demand as a rule, with values generally quoted less firmer. The week's imports of foreign goods reached the amount of \$7,918,883 including \$6,573,976 of dry goods.

Ocean freights have been quoted lower toward the close.

At the auction sale of Scranton Coal on Wednesday 100,000 tons were disposed of within a range of from \$3 25 to \$4 00, as against \$3 32½@3 90 at the sale in May.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 83½; do. 1st mort., 42½; Cedar Falls and Minne-

sota 1st mort., 86½; Milwaukee and St. Paul 1st mort., Iowa div., 91; Ohio and Miss. consol., 100; do. 2d mort., 88; Central of New Jersey 1st mort., new, 107; do. scrip, 104½; Gt. Western 1st mort., 1888, 98; East Tenn., Va. and Ga. 1st mort., 95½; Clev., Painesv. and Ash. new, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 93; Buffalo, New York and Erie 1st mort., 94½; Detroit, Monroe and Toledo 1st mort., 99½; Hannibal and Central Mo. 1st mort., 88¾; Cin., Laf. and Chi. 1st mort., 84; Cleveland and Pittsburg consol., 95; Missouri, Kansas and Texas R. R., 43; St. Louis and Iron Mt. R. R., 102; do. 1st mort., 100; Lake Shore and Michigan Southern scrip, 93; U. S. Exp., 87; Am. Mer. Union Exp., 75¼; Adams Exp., 96½; Wells-Fargo Exp., 93; Western Union Tel., 75½; do. 7s, 95; Quicksilver pref., 51; Consol. Coal of Md., 44¾; Cumberland Coal and Iron, 77½; Pennsylvania Coal, 215; Arkansas 7s, issued to Central R. R. 69½; South Carolina 6s, old, 52½; do. new, Jan. and July, 30; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 106; do. coupon, 109½; North Carolina Fund Act, 1868, 23.

Philadelphia.—Lehigh Valley 7s, new, 105½; Sunbury and Lewistown 7s, 95; Penn. and New York Canal 7s, 97½; Philadelphia and Reading 6s, 1843-'4-'80, 99; do. debent bonds, 84; do. Gen. mort. 7s, reg., 104; Susq. Canal 6s, 79¾; Sch. Nav. 6s, 1895, 80; do. 7s, Boat Loan, 84½; Westchester and Philadelphia R. R. 7s, 102; Warren and Franklin 1st mort. 7s, 90¼; Belvidere Delaware 2d mort., 83¾; Elmira and Williamsport 7s, 98½; Nesquehoning R. R., 57½; Catawissa R. R., 16; Union Pass. R. R., 75; Pittsburg 5s, 77½; Pennsylvania State coupon 5s, 102. The latest quotations are: City 6s, 96½@97; do. free of tax, 100¾@100½; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 107@107; do. 3d series, 108@—; Philadelphia and Reading, 61½@61¾; do. Gen'l mort. 7s, 1893, 103¾@104; do. mort. 6s, 1880, 99@99½; United New Jersey R. R. and Canal Co., 126¼@126½; Camden and Amboy mort. 6s, 1889, 96¼@97; do. 1883, 92¼@—; do. 1889, 90½@91; Pennsylvania R. R., 59¾@59½; do. 1st mort., 102¼@—; do. 2d mort., 99@100; do. General mort. coupon, 96¾@97½; do. reg., 95½@97; Little Schuylkill R. R., 48@48½; Morris Canal, 51@52; do. pref., 127@127½; do. 6s, 93@96; Susquehanna Canal, 8@9; do. 6s, 79@80; Schuylkill Nav., 7¾@8; do. pref., 15½@15¾; do. 6s 1882, 77¼@78½; Elmira and Williamsport pref., 42@44; do. 7s, 1873, 98@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 90@90½; do. R. R. Loan, 95½@95½; do. Gold Loan, 93½@93½; North Pennsylvania 50½@50½; do. 6s, 102¾@103; do. 7s, 96¾@97; do. Chattle 10s, 109@112; Philadelphia and Erie, 28@28½; do. 6s, 90@90; Minehill, 54@54¼; Catawissa, 16@17; do. pref., 45½@45½; Lehigh Valley, 60¼@60¾; do. 6s, new coupon, 98¼@—; do. reg., 98@—; do. 7s, 105½@105½; Fifth and Sixth streets, (horse), 48@—; Second and Third, 65@67; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 46@47; Chestnut and Walnut, 57@58; Hestonville, 19@20½; Union, 75@75; Germantown, 35@37.

Boston.—Burlington and Missouri River R. R., Land Grant 7s, 96; Michigan Central 8s, 108;

Western R. R. 6s, 1875, 97½; Boston, Clinton and Fitchburg 8s, 1881, 95¼; Salem and Lowell 6s, 1878, 92; Little Rock and Ft. Smith R. R. 7s, 20; Vermont Central 1st mort., 80; do. 2d mort., 30; Quincy and Warsaw R. R. 8s, 101; Chicago and Michigan Lake Shore R. R. 8s, 85½; Boston and Albany 7s, 1892, 106¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 93¾; St. Joseph and Council Bluffs R. R. 8s, 1874, 82½; Grand River Valley R. R. 2d mort. 8s, 102; Cincinnati, Sandusky and Cleveland R. R., 22; Rutland pref., 61; Nashua and Lowell R. R., 145; Summit Branch, 45; Portsmouth, Gt. Falls and Conway R. R., 94¾; Cary Imp., 12¾; Waverly Land, 8; Brookline Land 6¾; Maine 6s, 1889, 99½; Chicago 7s, 98¾; Cincinnati 7s, 3-10s, 1898, 105; St. Louis 6s, 1874, 97¾; Rock Island, Ill., 8s, 1887, 103½; Hartford 6s, 1880, 96¾; Charlestown 6s, 1892, 99; Portland 6s, 1887, 95½; Lynn 6s, 1887, 98¾; Albany 6s, 1876, 92¾; Cook Co., Ills. 7s, 1880, 97½; Fall River 6s, 100; Boston 6s, 1880, currency, 101; Lowell 6s, 1890, 98¾; Allouez Mining Co., 8¾; Calumet and Hecla, 164; International silver, 4½; Petherick, 3; Shuniah Silver, 8½; St. Clair, 1¼; Star, 30c.

Baltimore.—Maryland Defense 6s, 103; Lynchburg City 6s, 78; Orange, Alexandria and Manassas 7s, 84¾; Northern Central 6s, 1900, gold, 96½; Richmond and Danville 1st mort., 78½; Central Ohio 1st mort., 87; George's Creek Coal, 96. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 96¼@97¼; Baltimore and Ohio, 156½@159; do., pref., 99@—; do., 6s, 1875, 99@100; do., 1880, 98@—; do., 1885, 96½@97½; Parkersburg Branch, 12@18; Northern Central 39¼@40; do. 6s, 1885, 96½@96¾; do., 1900, 88¾@89; do., 6s, 1900, gold, 96½@96¾; N. W. Va. 1st mort., 100@—; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100½@100¾; do., 2d mort., 7s, 90@92; do., 3d mort., 8s, 84½@85; Central Ohio, 33@33½; do., 1st mort., 86½@86¾; Western Md. 1st mort. 6s, 1890, 87@92½; do. 1st mort. guar., 96½@97; do., 2d mort. guar., 96@—; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@79; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 84@87½; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 84½@85¼; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 91½@—; Baltimore 6s, 1875, 99½@100; do., 1884, 99@99½; do. 1886, 100½@100½; do., 1890, 99@99½; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55¼@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 102¾@103; City Passenger R. R., 25½@25½; George's Creek Coal, 95@100; Atlantic Coal, 1.00@1.75; Alexandria City 6s, 70½@72; Savannah City 7s, 87@88; Lynchburg City 6s, 77½@78; Indianapolis water bonds, 90½@94½.

Work is progressing on the Michigan division of the Canada Southern Railroad. The surveys have been nearly completed, and work upon the road bed from Trenton to the State line, it is announced, will shortly begin. Work upon the bridge from Trenton to Grosse Isle has begun.

New York & Long Island Bridge Company.

The New York and Long Island Bridge Company, which was formed to build a bridge connecting Long Island with this city, the bridge to have central towers on Blackwell's Island, have elected the following Board of Directors: John L. Brown, A. M. Bliss, Shepherd F. Knapp, I. D. Coleman, A. W. Winans, P. L. Tyler, S. C. Walker, H. Vandewater, J. A. Fithian, C. Corson, J. T. Conover, D. L. Pettee, H. W. Genet, George Wilkes, C. R. Trafford, J. M. Long, H. T. Livingston, Wm. C. Conner, James M. Sweeney, G. L. Knapp and Edward J. Shandley.

At a meeting of the directors held at No 25 Chambers St., this city, on the 24th inst., the following officers were elected:

John L. Brown, president; A. M. Bliss, secretary; Heman T. Livingston, treasurer.

John T. Conover, A. W. Winans, Jacob M. Long, D. L. Pettee and S. F. Knapp, executive committee.

Heman T. Livingston, George Wilkes and C. R. Trafford, auditing committee.

Stephen C. Walker, William C. Conner, Henry Vandewater and Isaac D. Coleman, financial committee.

It was ordered that, under the provisions of the general railroad act, due notice be given at an early day to the Common Council of the city of New York, the Board of Supervisors of the county of New York, the Commissioners of the Sinking Fund of the city and county of New York, the Commissioners of Charities and Correction (who control Blackwell's Island), the Supervisors of Queen's county, the Common Council of Long Island city, and the property owners directly interested, of the intention of the company to take possession of and use such property as may be necessary for the purpose of constructing the bridge.

It was resolved to proceed forthwith in the work of obtaining possession of the required property and of constructing the bridge.

The Duluth (Minn.) *Herald* reports the arrival at that port, on the 16th instant, of three vessels containing railroad iron for the Northern Pacific, the aggregate quantity being 1,540 tons. The point of departure of one of the vessels was Erie, Pennsylvania, while the other two sailed from Cleveland, Ohio. The time consumed in the voyage from Erie was fourteen days, while the voyages from Cleveland were each made in fifteen days.

Cumberland Coal is quoted at \$4 25 at Georgetown and Alexandria, at Baltimore \$4 50, at New York \$6 60, at Springfield, Mass., \$10, at Boston \$7 25a\$7 50, at San Francisco \$25a\$29. The Cumberland companies, it is said, will not change their prices at all in consequence of the new tariff, the effect of which was discounted long ago, when rates were put at the lowest reasonable points.

The gross earnings of the Union Pacific Railroad for the month of May, 1872, were \$890,442 07; expenses \$470,715 11, including \$79,387, 37 taxes; net earnings \$419,726 96.

The Eastern Railroad Extension to North Conway, N. H., was formally opened to travel on the 24th inst.

THE

St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS, NO. 11 WALL STREET.

The stock of the Camden and Amboy Railroad Company is now called, at the Philadelphia Board of Brokers, under the new designation of United Companies of New Jersey. Under this appellation it will hereafter be quoted in the official Stock lists, and by that name all transactions in Camden and Amboy will hereafter be designated.

The regular quarterly dividend of 2½ per cent. upon the capital stock of the United New Jersey Railroad and Canal Company will be paid on and after the 10th of July at the offices of the Pennsylvania Railroad Company, Philadelphia and at 57 Broadway, New York.

Men, to the number of about two hundred are now employed on the River du Loup Railway, and have already graded several miles of the road and prepared it for sleepers. The prospect now is hopeful.

The Attleborough Branch Railroad Company has declared a semi-annual dividend of \$3 50 per share, free of taxes, payable July 1.

The Granite Railway Company has declared a dividend of \$4 per share, payable July 1.

Journal of Railroad Law.

COMMON CARRIERS—DELIVERY TO WRONG PERSON AT THEIR PERIL.

The late case of *McEntee vs. The New Jersey Steamboat Company*, (45 N. Y., 34), was an action brought against the defendants for the conversion of chattles claimed by the plaintiff. The defendants, as common carriers between Albany and New York, received from Mr. Guyer, at Albany, and carried to New York, in 1868, several bundles of sash and blinds addressed to "McEntee," New York. After these arrived at New York, the plaintiff claimed them, and gave evidence tending to prove that he demanded the goods and tendered the charges, and that the agents of the defendants refused to deliver them. The jury rendered a verdict for the plaintiff for the value of the property.

The following is the opinion of the court delivered by—

ALLEN, J.—The defendants were charged for the conversion of the goods upon evidence of a demand and a refusal to deliver them. If the demand was by the person entitled to receive them, and the refusal to deliver them was absolute and unqualified, the conversion was sufficiently proved, for such refusal is ordinarily conclusive evidence of a conversion; but if the refusal was qualified, the question was whether the qualification was reasonable; and if reasonable, and made in good faith, it was no evidence of a conversion, (*Rogers vs. Weir*, 34 N. Y., 463). If, at the time of the demand, a reasonable excuse be made in good faith for the non-delivery, the goods being evidently kept with a view to deliver them to the true owner, there is no conversion.

This action is not upon the contract of the carriers, but for a tortious conversion of the property; but the rights and duties of the defendants as carriers are, nevertheless, involved.

The defendants were bailees of the property under an obligation to deliver it to the rightful owner. They would have been liable had they delivered the goods to a wrong person. Common Carriers deliver property at their peril, and must take care that it is delivered to the right person, for if the delivery be to the wrong person, either by an innocent mistake or through fraud of third persons, as upon a forged order, they will be responsible, and the wrongful delivery will be treated as a conversion. (*Guillaume vs. Hamburgh and Am. Packet Co.*, 42 N. Y., 212.) The duties of carrier may be varied by the differing circumstances of cases as they arise; but it is their duty in all cases to be diligent in their efforts to secure a delivery of the property to the person entitled, and they will be protected in refusing delivery until reasonable evidence is furnished them that the person claiming is the party entitled, so long as they act in good faith and solely with a view to a proper delivery. The circumstances of this case, the very defective address of the parcels, and the omission of the plaintiff to produce any evidence of title to the property, or identifying him as the consignee, justified the defendants in exercising caution in the delivery; and it should have been submitted to the jury whether the refusal was qualified, as alleged by the defendants; and if so, whether the qualification was reasonable, and was the true reason for not delivering the goods. The judge also erred in his instructions

to the jury as to the duty of the defendants as common carriers, in the delivery of goods. They may not properly, or without incurring liability to the true owner, deliver goods to any person who calls for them, other than the rightful owner. The judgment must be reversed and a new trial granted, costs to abide event.

Judgment reversed and new trial ordered.

Extension of an Important Railroad.

We have taken occasion several times to refer to the building of the Logansport, Crawfordsville and South-western Railway in Indiana, and the resources it has in its rich country and coal fields for a large local traffic. Our correspondent at Crawfordsville, President Tuttle of Wabash College—a gentleman of intelligence in such matters, as well as of the highest position and character—has kept us informed in respect to this road. From the same source we have just learned that it is soon to be in running order to Logansport, where it comes into an important railroad centre, where the two great branches of the Pan Handle (Chicago Division), the Toledo, Peoria, and Warsaw Railroad and the El River Railroad cross. This connection at once opens a vast market for the Parke county bituminous and block coal. Recently Mr. Cutler and his co-capitalists have contracted to build a Branch of the Logansport, Crawfordsville and Southwestern Railway from Frankfort to Kokoma, some twenty-eight miles, where it will meet another important railway center, opening one more market for coal and produce. The work of grading is to be begun immediately. This is an important step toward the great Northern trunk lines at Toledo and Detroit.

A very important move has just been made at the south-west end of the road. The Evansville and Crawfordsville Railroad some time since built an excellent extension of the road from Terre Haute to Rockville, twenty-three miles, but is has not been profitable for lack of connections North and East. Recently the Logansport, Crawfordsville and South-western Railway has leased this road to Terre Haute, which gives it a fine, large city as its South-western terminus, and a very fine St. Louis connection over the Vandalia route. This is an important step and is in the line of still larger success. Under the able management of Messrs. Cutler and Dawes, the Logansport, Crawfordsville and South-western Railway is becoming an important road in Indiana.—*New York Evangelist*.

Atchison, Topeka and Santa Fe Railroad.

The news that the Atchison, Topeka and Santa Fe Railway has been completed to the Arkansas river and is stretching toward us at the rate of over one mile a day, will be hailed with joy by the citizens of the Arkansas valley. While we have as yet no assurance, positive and complete, that this road will be built through this portion of our Territory, yet it is a great step in advance to have it constructed to our eastern boundary. Its construction even to that point will make an outlet for our surplus of beef and for a great deal of the wool raised in Bent and Las Animas counties. Besides we are fully satisfied that when the line is complete to the western boundary of Kansas, its directory will be impressed with the necessity of extending it up the valley to Pueblo. The wide open valley, with its rich, irrigable soil and the wealth of pasture on either side, will offer an opportunity to build up a way trade enjoyed by no other corporation west of the Missouri. The natural water gradient offered by the river without any bluff lands encroaching upon its banks, render the construction of a line to Pueblo as cheap as a section of the same length along the Platte.

A road built over this route will offer a much more direct means of communication with the East for the people of Southern Colorado and New Mexico, than any yet built. It will develop through its entire extent a greater amount of way trade than can ever be enjoyed by any rival line.

It will form a section of a road over the best route across the continent, which is through the pass at the head of the Arkansas. The road can be operated through the whole season, without the loss of a trip by reason of snow blockades. All these manifest advantages will impress themselves upon the directory of that road before preparation is made for the construction of its next section. Gentlemen acting in the interest of this line will soon be in Pueblo, and we hope that substantial citizens will not fail to place these few, and a number of additional considerations, in their proper light, and so do everything in their power to aid us in securing direct eastern communication through the medium of the Atchison, Topeka and Santa Fe Railway.—*Pueblo, (Col.) Advertiser*.

The Narrow Gauge Railroad Convention.

The following is an official list of the topics under consideration by the convention of railroad men at St. Louis:

1. The want of railroad facilities.
2. The comparative costs of the two systems.
3. Our means of constructing the broad gauge as compared with the narrow gauge.
4. The comparative cost of operating the two gauges.
5. Can narrow gauge locomotives be constructed of sufficient power and speed to answer general requirements.
6. Can the passenger coaches be made safe, comfortable and popular with the traveling public?
7. Can freight cars be constructed of convenient size for the transportation of cotton, live stock and general freights?
8. What saving in dead weight will the narrow gauge effect?
9. How will the saving in first cost and dead weight affect the rates of freight and passage?
10. Break of gauge or connections.
11. Experience and opinions of experts.
12. The narrow gauge, as compared with the broad gauge, as the means of development.

Cairo and East St. Louis Railway.

A narrow gauge railway is building from this city to Cairo. When completed it will have a length of 147 miles, and be equipped with 26 locomotives and 1,500 cars. This road begins at East St. Louis, and proceeds down along the river bank to a point opposite Carondelet; then turning southeastward, it pursues its way to Cairo, passing directly through the Big Muddy coal region. One of the designs of this road is to supply coal cheap to the Carondelet iron furnaces, hence the heavy equipment of rolling stock. Work is actively going forward on this line. One hundred miles of the grading will be finished by the 1st of July. The ties for the whole road are nearly ready. The iron is purchased and the money all in hand to pay for it. A large portion of it is now en route to this city, and will soon arrive. Upon all of the heavy grades steel rails will be used, and the balance of the iron will be 45 pounds to the yard. Broad-gauge rails weigh 65 pounds to the yard. Although the equipment of this road is unusually large for so short a line, and though the country built over is a very rough and hilly one for most of the way, the cost will probably fall within \$15,000 per mile. The gauge of this road is to be three feet.—*St. Louis Democrat*.

Boston, Hartford and Erie Railroad.

In the suit of equity brought by George Ellis and others against the Boston, Hartford and Erie Railroad Company, arising out of a contract made between the railroad company and the Adams Express Company, the Superior Court has sent down the following rescript:

"Decree for receivers for amount of earnings due under the contract as reported, from Oct. 20, 1870, to Aug. 17, 1871. Also for such portion of the like earnings so reported, prior to Oct. 20, 1870, as may be necessary, together with other income received by them, to cover their reasona-

ble expenses and charges in operating the road and conducting the business of the corporation during the same period. If not adjudged between the parties, a master is to be appointed to ascertain the amount for which the decree shall be entered in accordance herewith."

In the bill brought by the Adams Express Company to be made a party to the above suit, a decree has been entered dismissing the bill.—*Boston Journal.*

Kansas Railroads.

A correspondent of the Milwaukee *Wisconsin*, writing from Fort Scott, Kansas, says:

We have first the Missouri, Ft. Scott and Gulf road running from Kansas City south to Baxter Springs, 160 miles. This road is without doubt one of the most ably managed in the southwest and its equipments are first class.

The Missouri, Kansas and Texas Railroad is our St. Louis outlet and runs from Sedalia, Mo., through the southern part of the State and the Indian territory into Texas, and is now built to the South Canadian, Indian territory. This is one of the grandest railroad enterprises of the country, and is ably managed.

The Ft. Scott and Allen County Railroad running from Ft. Scott to Wichita, about 200 miles due west, is now in course of construction.

Then we have the Laclède and Ft. Scott Railroad, from Lebanon, Mo., on the Atlantic and Pacific; then the St. Louis and Santa Fe Air Line; the Fort Scott, New Chicago and Fredonia; the Lexington Lake and Gulf, and the Memphis, Fort Scott and Topeka narrow gauge, all of which are now under contract and construction. Fort Scott is destined at no distant day to be an important railroad centre.

The Baltimore and Ohio Railroad Company has decided to build another iron working mill in Cumberland for the manufacture of merchant bar iron of all descriptions, and also for the manufacture of nuts, screws, bolts, &c., for use on their great line of railway.

During the month of May the Land Department of the Union Pacific Railroad Company disposed of 16,835 acres of land, for which \$67,746 were received, and from July 28th, 1869, to the end of May, 1872, the total sales amounted to 547,269 acres, yielding the sum of \$2,295,799 98.

Five miles of the Erie canal, between Albany and West Troy, have been set apart for experiments for the towage of canal boats by road steam engines.

The Canal Railroad Company of Connecticut, having determined to relay their track with steel rails, have received their first installment of 1,000 tons, which will be put down immediately.

W. O. Hughart, Esq., of Pittsburg, has resigned his position as president of the Pittsburg, Washington and Baltimore (Connellsville) Railroad Company.

THE SEMI-ANNUAL INTEREST, due July 1st, on Arkansas Funded Debt Bonds, will be paid at the office of the Union Trust Company, in this city, on and after that date.

HENRY PAGE, State Treasurer.

RAILS MADE BY THE
Park Gate Iron Co.,
Rotherham, England,
SUPERIOR QUALITY, FOR SALE BY
WM. BAILEY LANG & CO.,
54 Cliff Street, New York

NOTICE TO CONTRACTORS.—DELAWARE AND HUDSON CANAL COMPANY.—CONSTRUCTION OF NEW YORK AND CANADA RAILROAD.—Sealed proposals will be received by the undersigned, for the Delaware and Hudson Canal Company, at the Engineer's Office, in Whitehall, until Tuesday, the 16th day of July next, at noon of that day, for the construction of the graduation, masonry, bridging and fencing of about thirty-eight miles of the line of the New York and Canada Railroad, extending from Whitehall, along the west side of Lake Champlain, to Port Henry.

The line will be divided into sections of convenient length, and will be ready for examination after the 6th ult. The maps, profiles, plans and specifications will be ready for examination at the Engineer's Office, in Whitehall, after that date, where all information in regard to the work may be obtained, and where blank proposals will be furnished.

Proposals should be sealed and endorsed "Proposals for N. Y. & C. R. R." and addressed to the undersigned, at Whitehall, Washington Co., N. Y.

The right is reserved to reject any or all proposals that may be received as may be deemed for the interest of the company. Dated Chief Engineer's Office, Albany, June 19th, 1872.

C. W. WENTZ, Chief Engineer.

PHILIP S. MILLER.

LENOX SMITH.

AMERICAN AND FOREIGN STEEL & IRON RAILS.

STREET RAILS,
Railway Fastenings, etc.

MILLER & SMITH,
43 Exchange Place, N. Y.

A DESIRABLE INVESTMENT

A New Outlet for the Bituminous and
Block Coal of Indiana.

AN UNDOUBTED SECURITY.

PAYING 60 PER CENT. MORE INCOME
THAN GOVERNMENT BONDS,
AND 9 1-3 PER CENT. ON THE INVESTMENT.
FIRST MORTGAGE SINKING FUND GOLD BONDS
OF THE
LOGANSFORD, CRAWFORDSVILLE AND SOUTH
WESTERN RAILWAY OF INDIANA.
THEY BEAR

8 PER CENT. GOLD

Interest payable quarterly in New York, free of Government tax, and are Coupon and Registered. Price, 95 and accrued interest. Further and full particulars, with Pamphlets and Maps, furnished by us on personal or written application.

JONES & SCHUYLER,

No. 13 PINE ST., NEW YORK.

FINANCIAL AGENTS OF THE COMPANY.

Francis C. Bowen,
PATENT LAWYER,
No. 7 Warren Street,
NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGEMENTS in the U. S. Courts.
Address or call as above.

SPENCERIAN DOUBLE ELASTIC

STEEL PENS.

These Pens are of superior English manufacture, and are a nearer approximation to the real SWAN QUILL than anything hitherto invented. We have recently added a new pen to the number, of great superiority where fine writing is desirable, which

we designate **THE QUEEN,** Or, No. 15.

The Spencerian Pens are for Sale everywhere, in gross and quarter gross boxes.

A Sample Card, containing all the 15 numbers, securely enclosed, will be sent by mail, on receipt of 25 cents. Address

IVISON, BLAKEMAN, TAYLOR & Co.,
138 and 140 GRAND STREET, N. Y.

THE CINCINNATI & TERRE HAUTE Railway Company,

Desirous of enlisting the attention of manufacturers to the advantage of locating manufacturing establishments upon the line of their Railway, will give to any Rolling Mill or Blast Furnace Company so locating forty (40) acres of ground for works, and the coal in one hundred (100) acres of Clay or Owen County, Indiana, block coal field; the ore from one hundred (100) acres of the Hardin, Pope or Massac County, Illinois, brown hematite beds, and agree to furnish them with all orders for merchant iron required for the Railway's use for a period of two years.

To any Railway Car Manufactory located upon its line, they will give twenty acres of ground required for works, the timber from one hundred acres of the best oak timbered land in Owen County, and an order for one thousand cars to commence work upon.

To any Car Wheel Foundry or Axle Forge, the necessary grounds for works, and liberal orders for their products in kind.

To all other manufacturing establishments ample facilities in the locating and successful prosecuting of their works.

Circulars descriptive of the manufacturing points upon the line of the Railway will be mailed to any address upon application to

MATT. P. WOOD,
Gen'l Sup't C. & T. H. R. R., Terre Haute, Ind.

HEYERDAHL, SCHÖNBERG & CO.

31 Pine Street,
NEW-YORK.

10 Cornhill, E. C.
LONDON.

STEEL AND IRON RAILS.

Sole Agents in the United States for
SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

ENGINEER'S FIELD BOOK,

By C. S. CROSS, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent free by mail, upon receipt of the price. For sale at this office. Price \$1.50.

JOHN A. CRISWOLD & CO.,

TROY, N. Y.

J. A. CRISWOLD. E. CORNING. E. CORNING, Jr. CHESTER CRISWOLD.

Proprietors of the

Rensselaer Iron Works, Bessemer Steel Works, Fort Edward Blast Furnace, and Columbia Blast Furnace.

Manufacturers of

Pig Iron, Rail Road Iron, Merchant and Ship Iron, BESSEMER STEEL RAILS, AXLES, TYRES,

Shafting, Plates and Steel Forgings of all Descriptions.

NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

—MAKERS OF—

ROLLED IRON BEAMS,

CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,

THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

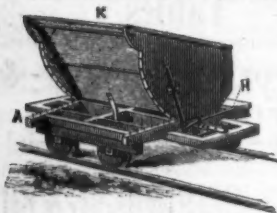
CAMP'S IMPROVED DUMPING CAR.

Fig. No. 1, Car Loaded.

(Used by the
American Dredging Company.)

RIGHTS FOR SALE BY

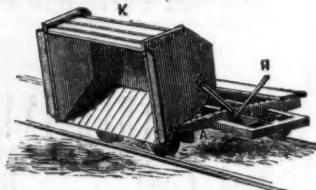
N. H. CAMP,

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, **N. H. CAMP,**

Care N. C. MILLER, 61 Broadway, New York City:

or **HAWKINS, WILLARD & CO.,** 28 Market St., Chicago.**RAILROAD IRON.**1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.

Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.**RAILROAD IRON.**2,070 tons best Welsh make 56 lbs.
2,000 ' Extra quality 56 lbs.

For sale by

DANA & CO.,
18 William street.

JAMES BULGER. GEORGE B. COLE. JOHN H. BULGER.

James Bulger & Co.,**Engineers, Machinists**

AND

Iron Founders.STEAM ENGINES, MILLS, HYDRAULIC PUMPS,
PRESSES AND GENERAL MACHINERY.45 and 54 North Second Street, Near First,
Brooklyn, E. D., N. Y.**FULLER, LORD & CO.,****Machine-Forged Nuts,****BOLTS & NUTS,**

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK!**PATENTS.****THOMAS D. STETSON,**No. 16 Murray Street, New York.
Solicitor of Patents and Scientific Expert
in Patent Cases.The best service at a fair price. The same care and zeal
as heretofore to promote the interests of clients. Send for
circular.**PACIFIC MAIL****Steamship Company's**

LINE TO

**California, Japan and
China.**

VIA PANAMA,

CARRYING MAILS, PASSENGERS AND
FREIGHT TOKINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILL.Steamers leave 15th and 30th each month, except when
those days fall on Sunday, then the day previous.
June 29, steamer OCEAN QUEEN, Capt. JEFF.
MAURY, will leave Pier No. 42, North River, at 12 o'clock
noon, for Aspinwall, direct, connecting at Panama with
steamer MONTANA, Capt. —, and also connecting
for all Central American and South Pacific ports.Freight for last-named ports received until 4 P. M. of
June 27.Steamer GREAT REPUBLIC will leave San Francisco,
July 1, 1872, for Japan and China.For rates of passage, freight and all further information,
apply at the Company's office on the pier, foot of Canal
street.

F. R. BABY, Agent.

EDWARD W. SERRELL,**CIVIL ENGINEER,**

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.Particular attention given to the Examination of
Public Works for Capitalists seeking Investments.

THE

TAUNTON LOCOMOTIVE**MANUFACTURING COMPANY,****TAUNTON, MASS.,**HAVING large facilities, and having had a long experi-
ence in the business, are prepared to furnish**LOCOMOTIVES,****EITHER FOR BURNING WOOD OR COAL,**
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. I. PERRIN, Sup't.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,
WM. J. YOUNG & SON,**MATHEMATICAL & ENGINEERING**

Instrument Manufacturers,

AT THEIR OLD LOCATION

43 NORTH SEVENTH STREET,**PHILADELPHIA,**Have so increased their facilities as to believe they can in
future keep a full supply of instruments on hand.

HAND'S IMPROVED DUMPING CART.

PATENTED APRIL 4th, 1871.

THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board; without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

WILLIAM & HENRY HAND,

PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE

**Safe Car Lamp,
MINERAL SPERM OIL,
NO KEROSENE.**
**Williams, Page & Co.,
BOSTON,**

Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.,

Manufacturers of Lamp and Candle Burners, and dealers in Mineral Sperm Oil and Candles.

**Manhattan Oil Company,
Office, 16 Broadway, New York,**

JAMES M. MOTLEY, President.

**Mason's Sperm, Manhattan Signal, Extra
Lard, Tallow, and Mystic Coal Oils.**

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley,	Nathan A. Baldwin,
Edward Rowe,	J. Carothers,
T. M. Niven,	George W. Quintard,
James Murphy,	William A. Seaver,
	Phillip M. Millsbaugh.

**West Point Nickel Mining
and Plating Company.**

Shops cor. Essex & Greene Sts., Jersey City.

Office 5 & 7 Dey St., Room 7, N. Y.

JACOB RUSSELL, (late Pres't Gold Ex. Bank), Treas.
A. W. LADD, Managing Director.

PLATING done on an improved plan warranted not to rust or tarnish.

N. B. Especial attention given to Plating Pullman Palace and Wagner Car trimmings.

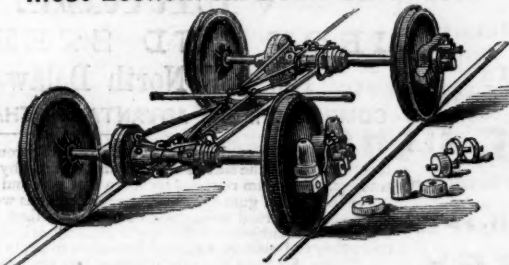
SAXTON & CO.,
**429 WALNUT STREET,
PHILADELPHIA, PENN.**
**Dealers in Western and Southern Railroad
Stocks, Bonds and Securities.**
RAILROAD IRON, LOCOMOTIVES AND CARS.

Special attention given to Construction and Equipment of Narrow Gauge Railroads. Purchase, Insurance, and Shipment of Railroad Iron, Cars, Locomotives and Supplies. Lowest Rates of Freight and Quotations of Iron given at all times. All transactions responsibly guaranteed.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,
(ESTABLISHED IN 1850.)

**The Lightest Running, Easiest Riding, and
most Economical Street Car in use.**

**Higley's Patent Street Car Running Gear and
Brake, Made and Sold by the McNairy
& Claffen Manufacturing Co.,
Cleveland, O.**

HARVEY T. CLAFLEN, Sup't.

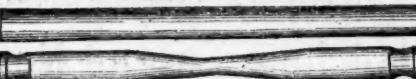
JOHN COON, Sec'y.

**McNairy & Claffen Mfg. Co.,
PROPRIETORS,**
**BUILDERS OF
Railway & Highway
BRIDGES,**
**ROOFS,
Turn Tables, Transfer
Tables,**
**OF IRON AND WOOD.
Railroad Passenger &
Freight Cars,
Street Railroad Cars.**

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Running
Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

**Offices: Waring Block, Cor. Bank
and St. Clair Sts.**
**Works: On Wason, Hamilton and
Lake Sts.**
CLEVELAND, OHIO.

SIMEON SHELTON, Engineer.

CAR AXLE WORKS.
**A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS.**
**OFFICE No. 414 WALNUT STREET,
PHILADELPHIA.**
**Rolled or Hammered Car Axles, Bar Iron
and Forgings.**
**PHILLIPSBURG
Manufacturing Company.**
**MANUFACTURERS OF
Hot Pressed Nuts 1/2x1/2 for 1/2 Bolts to 3/4x2 for 2 in. Bolts
either Square or Hexagon.**
**Bridge and Truss Bolts 1/2 in. to 3/4 in. in diameter any
length with upset ends.**
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
**Car Forgings, Car Trucks, and Iron work for Cars in
general.**
**Coach or Lag Screws, Washers, Nut Hinges, Crow
Bars, Miners' Drills, and a superior article of Boiler Rivets.**
Railroad Splice Bolts and Fish Plates.
**PHILLIPSBURG,
Warren Co., N. J.**
MORTON, REED & CO.,
**No. 65 South Gay St., Baltimore, Md.,
MANUFACTURERS' AGENTS**

FOR THE SALE OF

**American & Foreign Rails,
STEEL OR IRON**
**AND
Railway & Machinists' Supplies**
**OF EVERY KIND.
Locomotive and Mining Engines,
Narrow Gauge Cars, and Engines,
Freight, Box & Passenger Cars, &c.**
**Danville Iron Works,
DANVILLE, PENN.**

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35
lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and
16 lbs., suitable for Narrow Gauge Railroads, Collieries,
Furnaces, Mills, &c.

GILEAD A. SMITH & CO.,
**New York Office,
69 Broadway.**

HAMILTON RUBBER WORKS.

C. V. MEAD & CO.,
MANUFACTURERS
OF



C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.
Post Office Address, Box 588,
TRENTON, N. J.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

CHAS. J. PUSEY,
78 BROADWAY,
NEW YORK.

American & English Rails,
LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,
SOLE AGENT FOR

Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small T and Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.
P. O. Box 5222.

EDWARD J. ETING,
105 Walnut St., Philadelphia,
MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

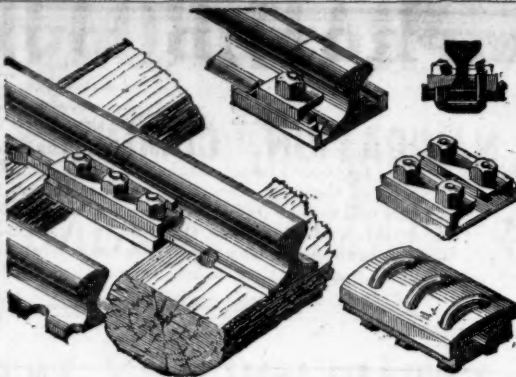
For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

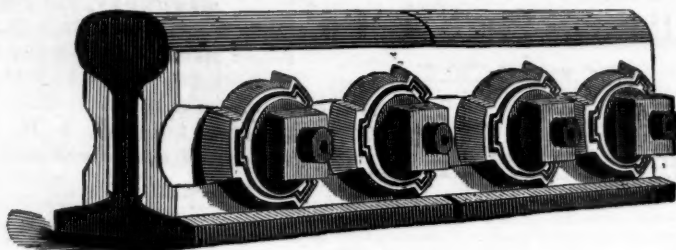
CONSIGNMENTS SOLICITED.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
71 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPY,
59 Liberty St., New York.

HERMANN BOKER & CO.

101 & 103 Duane-St. }
91 & 93 Thomas-St. } New York.
IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,
SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

AGENTS FOR

FUNCKE and ELBERS,
HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.
BOCHUM, PRUSSIA.